

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 30, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: April 5, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

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| 1. | Elmers Crane & Dozer, Inc.
P.O. Box 6150
Traverse City, MI 49696 | HMA Paving | \$35,240 |
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Approval is requested to authorize the Wexford County Road Commission to award a subcontract for hot mix asphalt paving on shoulders along M-42 at various locations throughout Wexford County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The subcontract will provide for maintenance paving on shoulders at various locations along M-42 in Wexford County.

Benefit: The current pavement at this location is deteriorating. The subcontract will provide for safer highways for travelers and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for travelers.

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

Selection: Low bid.

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

Zip Code: 49696.

2. **Slagter Construction** **Guardrail Upgrade** **\$136,000**
1326 142nd Avenue
Wayland, MI 40068

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for guardrail upgrade work to be performed on I-94 in Calhoun County. The project was advertised, and four bids were received. The low bidder failed to return the required documents in a timely manner, so the second lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This subcontract will provide for guardrail upgrade work to be performed on I-94 in Calhoun County.

Benefit: Updated guardrail will provide for a safer roadway for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If work is not performed, there will be safety issues for travelers.

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

Selection: Low bid.

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

Zip Code: 49068.

3. **Greg Klein** **Janitorial Services** **\$39,900**
Route 1, Box 17B
Republic, MI 49879

Approval is requested to authorize the Marquette County Road Commission to award a three-year seasonal subcontract for the provision of janitorial services, lawn maintenance, and spring and fall clean-up services twenty-eight weeks per year for the Lief Erickson Memorial Roadside Park on M-95, South Republic, Marquette County. The subcontract includes the option of two additional one-year extensions of twenty-eight weeks per year based on the original contract price. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from April 18, 2005, through October 26, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This subcontract will provide for janitorial services, lawn maintenance, and spring and fall clean-up services to be performed at the Lief Erickson Memorial Roadside Park on M-95, South Republic, Marquette County.

Benefit: Will provide for a safe, clean, and sanitary roadside park for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year seasonal subcontract with the option of two additional one-year renewals. This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest area could become unsafe for travelers.

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

Selection: Low bid.

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

Zip Code: 49879.

4. **Greg Klein** **Janitorial Services** **\$35,700**
Route 1, Box 17B
Republic, MI 49879

Approval is requested to authorize the Marquette County Road Commission to award a three-year seasonal subcontract for the provision of janitorial services, lawn maintenance, and spring and fall clean-up services twenty-eight weeks per year at the Michigamme Roadside Park on US-41 west of Champion, Marquette County. The subcontract includes the option of two additional one-year extensions of twenty-eight weeks per year based on the original contract price. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from April 18, 2005, through October 26, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This subcontract will provide for janitorial services, lawn maintenance, and spring and fall clean-up services to be performed at the Michigamme Roadside Park on US-41 west of Champion, Marquette County.

Benefit: Will provide for a safe, clean, and sanitary roadside park for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year seasonal subcontract with the option of two additional one-year renewals. This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest area could become unsafe for travelers.

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

Selection: Low bid.

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

Zip Code: 49879.

5. **Brenda Kowalczyk** **Janitorial Services** **\$39,617.40**
3870 West US-2
Gulliver, MI 49840

Approval is requested to authorize the Schoolcraft County Road Commission to award a three-year seasonal subcontract for the provision of janitorial services and lawn care twenty-eight weeks per year at the Eichen Roadside Park on M-77, Germfask, Schoolcraft County. The subcontract includes the option of two additional one-year extensions of twenty-eight weeks per year based on the original contract price. The project was advertised, and five bids were received. The second lowest bid was selected because the low bid contractor withdrew his bid. The subcontract will be in effect from April 18, 2005, through October 26, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This subcontract will provide for janitorial services and lawn care to be performed at the Eichen Roadside Park on M-77, Germfask, Schoolcraft County.

Benefit: Will provide for a safe, clean, and sanitary roadside park for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year seasonal subcontract with the option of two additional one-year renewals. This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest area could become unsafe for travelers.

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

Selection: Low bid.

* Denotes a non-standard contract/amendment

New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49840.

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| 6. | Brenda Kowalczyk
3870 West US-2
Gulliver, MI 49840 | Janitorial Services | \$36,924.72 |
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Approval is requested to authorize the Schoolcraft County Road Commission to award a three-year seasonal subcontract for the provision of janitorial services and lawn care twenty-eight weeks per year at the Green School Roadside Park on US-2, Gulliver, Schoolcraft County. The subcontract includes the option of two additional one-year extensions of twenty-eight weeks per year based on the original contract price. The project was advertised, and six bids were received. The second lowest bid was selected because the low bid contractor withdrew his bid. The subcontract will be in effect from April 18, 2005, through October 26, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This subcontract will provide for janitorial services and lawn care to be performed at the Green School Roadside Park on US-2, Gulliver, Schoolcraft County.

Benefit: Will provide for a safe, clean, and sanitary roadside park for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year seasonal subcontract with the option of two additional one-year renewals. This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest area could become unsafe for travelers.

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

Selection: Low bid.

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

Zip Code: 49840.

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| 7. | David Wickstrom
E1056 H-44
Trenary, MI 49891 | Janitorial Services | \$29,736 |
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Approval is requested to authorize the Alger County Road Commission to award a three-year seasonal subcontract for the provision of janitorial services, lawn care, and spring and fall clean-up services twenty-eight weeks per year for the Deer Lake and Scott Falls Roadside Parks on M-28 in Alger County. The subcontract includes the option of two additional one-year extensions of twenty-eight weeks per year based on the original contract price. The project was advertised, and five bids were received. The lowest bid was selected. The subcontract will be in effect from April 18, 2005, through October 26, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This subcontract will provide for janitorial services, lawn care, and spring and fall clean-up services to be performed at the Deer Lake and Scott Falls Roadside Parks on M-28 in Alger County.

Benefit: Will provide for safe, clean, and sanitary roadside parks for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year seasonal subcontract with the option of two additional one-year renewals. This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest areas could become unsafe for travelers.

* Denotes a non-standard contract/amendment

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

Selection: Low bid.

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

Zip Code: 49891.

8. **CRB Construction** **Roadside Park Maintenance** **\$29,400**
200 Thunder Chief
Gwinn, MI 49841

Approval is requested to authorize the Alger County Road Commission to award a three-year seasonal subcontract for the provision of roadside park maintenance, janitorial services, and spring and summer clean-up activities twenty-eight weeks per year for the Lake Superior scenic turnouts on M-28, Autrain, Alger County. The subcontract includes the option of two additional one-year extensions of twenty-eight weeks per year based on the original contract price. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from April 18, 2005, through October 26, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This subcontract will provide for roadside park maintenance, janitorial services, and spring and summer clean-up activities to be performed at three scenic turnout locations on M-28 in Alger County.

Benefit: Will provide for safe, clean, and sanitary roadside parks for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year seasonal subcontract with the option of two additional one-year renewals. This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest areas could become unsafe for travelers.

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

Selection: Low bid.

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

Zip Code: 49841.

9. **Quick's Lawn Care** **Janitorial Services** **\$34,848**
N9570 Sturgeon Road
Sagola, MI 49881

Approval is requested to authorize the Menominee County Road Commission to award a three-year seasonal subcontract for the provision of janitorial services, lawn care, and spring and fall clean-up services twenty-eight weeks per year for the Ganga Roadside Park on US-2, Cunnard, Menominee County. The subcontract includes the option of two additional one-year extensions of twenty-eight weeks per year based on the original contract price. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from April 18, 2005, through October 26, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This subcontract will provide for janitorial services, lawn care, and spring and fall clean-up services to be performed at the Ganga Roadside Park on US-2, Cunnard, Menominee County.

Benefit: Will provide for a safe, clean, and sanitary roadside park for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year seasonal subcontract with the option of two additional one-year renewals. This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

* Denotes a non-standard contract/amendment

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest area could become unsafe for travelers.

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

Selection: Low bid.

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

Zip Code: 49881.

10. **Pollution Control Services** **Catch Basin Cleaning** **\$ 34,957.50**
P.O. Box 490
Kalkaska, MI 49646

Approval is requested to authorize the Muskegon County Road Commission to award a two-year subcontract for catch basin cleaning to be performed on various state trunklines in Muskegon County. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract includes the option of two one-year extensions based on the original contract price. The subcontract will provide for an additional scheduled rate of compensation for emergency callout services. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The subcontract will provide for catch basin cleaning and the cleaning of sand and sediment from catch basins to reduce or prevent from entering storm sewers and waterways in Muskegon County.

Benefit: Will help to prevent drainage backups onto trunklines, which could result in less costly repairs. Provides for less maintenance to storm sewer systems and helps to ensure a cleaner environment.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: Failure to perform this activity would cause the catch basins and tiles to plug, which could lead to drainage backups onto trunklines, which could result in more expensive repairs.

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

Selection: Low bid.

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

Zip Code: 49646.

11. **SaniSweep, Inc.** **Street Sweeping &** **\$117,418.48**
0-3450 Riverhill Drive NW **Pickup**
Grand Rapids, MI 49544

Approval is requested to authorize the Muskegon County Road Commission to award a two-year subcontract for the provision of street sweeping on various trunklines located throughout Muskegon County. The subcontract includes the option of two one-year extensions based on the original contract price. The subcontract provides for an additional scheduled rate of compensation for emergency callout services. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for street-sweeping and pickup work to be performed on state trunklines in Muskegon County.

Benefit: The subcontract will provide for safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

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

* Denotes a non-standard contract/amendment

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49544.

CONTRACTS

12. HIGHWAYS (Real Estate) – Resolution “A” (Direct Sale to Abutting Owner)
Tract 829, Control Section 82125, Parcel C-101, Part C

The subject tract is located in the township of Northville, Wayne County, Michigan, and contains approximately .47 acres. The tract is undersized and will not qualify for individual use. The best use is assemblage with the abutting land, and there are two abutting owners. The tract was appraised by Gerald Lacey, Metro Region Staff Appraiser, on December 14, 2004, at \$73,700. The tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on December 14, 2004, for the amount of \$73,700. Livonia Chestnut, LLC, one of the abutting owners, has obtained a waiver statement from the other abutting owner stating that the other owner has no interest in purchasing the subject tract. Livonia Chestnut, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$14,740, which represents a 20 percent bid deposit. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$73,700

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48167.

13. HIGHWAYS (Real Estate) – Resolution “B” (Transfer to Government Agency for Transportation Use)
Tract 791, Control Section 30033, Parcel 1, Part A, 37, Part A, 39, Part A

The subject tract is located in the township of Litchfield, Hillsdale County, Michigan, and contains approximately 1.8 acres. Before the appraisal of the subject tract was completed, Litchfield Township indicated that this property was needed for a roadside park. The appraisal process was terminated since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to the MDOT. Litchfield Township, a public body corporate, submitted an Application to Purchase and Agreement of Sale. The property has been declared excess by the Bureau of Highways – Development.

\$1

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49252.

14. HIGHWAYS (Real Estate) – Resolution “C” (Direct Sale to Local Municipality)
Tract 824, Control Section 30033, Parcel 37, Part B

The subject tract is located in the township of Litchfield, Hillsdale County, Michigan, and contains approximately .79 acres. Appraisal was completed by Scott Goeman, University Region Property Analyst, on December 27, 2004, at \$15,000. The appraised tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on February 15, 2005, for the amount of \$15,000. Litchfield Township has submitted an Application to Purchase and Agreement of Sale. The property has been declared excess by the Bureau of Highways – Development.

\$15,000

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49252.

15. HIGHWAYS (Real Estate) - Resolution “D” (Court Ordered Sale and Easement)
Tract 846, Control Section 63192, Parcel 1825, Part A
Tract 881, Control Section 63192, Parcel 1825, Part B

The subject tracts are located in the township of Commerce, Oakland County, Michigan. Tract 846 contains approximately 5.64 acres and Tract 881 contains approximately .85 acres. MDOT condemned property from Haggerty Development Company Limited Partnership in 1999 for the M-5 connector project in Oakland County. The court ordered MDOT to convey property (Tract 846) back to Haggerty Development Company Limited Partnership for it to develop an on-site wetland mitigation area and grant a permanent easement (Tract 881) for access to the wetland area. This is a mutual benefits transaction. MDOT acquired 100 acres from Haggerty Development Company Limited Partnership for the M-5 connector project, limited its access to its property, removed construction fill dirt needed for the project, and forced Haggerty to provide offsite wetland mitigation. MDOT would have been required to reimburse Haggerty for these damages. In order to mitigate damages, MDOT has agreed to convey Tract 846 in fee to allow Haggerty to develop an on-site wetland mitigation area and convey Tract 881 in easement for ingress and egress to its property. This tract was not offered to local municipalities prior to being offered to its public because it is part of a court-ordered transaction. This property has been declared excess by the Bureau of Highways – Development.

Mutual Benefits

Purpose/Business Case: To comply with a court-ordered settlement agreement resulting from a condemnation case.

Benefit: MDOT will meet its obligations under the court-ordered settlement agreement.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property and property easement rights are appraised to determine fair market value. The sale prices of land and easement rights are based on the appraised values.

Risk Assessment: If the transaction is not completed, the state may be in violation of the court order.

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48334.

16. HIGHWAYS – Time Extension
Amendatory Contract (2002-0136/A4) between MDOT and URS Corporation Great Lakes will extend the contract term by approximately eighteen months to provide sufficient time for the completion of the design. The additional time is needed because the design of the project has been put on hold by MDOT in accordance with a list of deferred projects issued by the Governor, and it is necessary to keep the contract active during the period of deferment. The original contract provides for the design of I-96 at the Beck Road and Wixom Road interchange in the city of Wixom, Oakland County (CS 63022 - JN 05892C). The revised contract term will be January 18, 2002, through October 5, 2006. The contract amount remains unchanged at \$3,008,893.09. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose: The design of this project has been placed on hold by MDOT in accordance with a list of deferred projects issued by the Governor. This time extension is necessary to keep the contract active during the period of deferment. The original contract provides for the design of I-96 at the Beck Road and Wixom Road interchange in the city of Wixom, Oakland County.

Benefit: The additional time is needed to keep the contract active while the project is in deferment. No work is currently being done on this project.

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 the additional time, the contract will require a retroactive time extension in the future, once it is determined that the project can proceed.

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

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

New Project Identification: This is not a new project.

Zip Code: 48165.

17. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0233/A1) between MDOT and Consoer, Townsend, Envirodyne Engineers of Michigan, Inc., will extend the contract term by twenty-eight months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z14), for which extra time is needed to allow for completion of additional design work. (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 April 17, 2003, through August 17, 2008. 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, 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.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

18. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z14/R2) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for additional services for recent changes made for the design of the sound wall, retaining wall, drainage, and signing, will increase the authorization amount by \$77,642.51, and will extend the authorization term by twenty-eight months. This extension is necessary due to the authorization not being in alignment with the completion date of this phase of the project. The original authorization provides for the design of the relocation of the M-59 Interchange at Adams Road in the city of Rochester Hills, Oakland County (CS 63043 - JN 30154C). The revised authorization term will be August 4, 2003, through August 17, 2008. The revised authorization amount will be \$927,591.01. The revised contract term (see previous item) will be April 17, 2003, through August 17, 2008. Source of Funds: 81.85% Federal Highway Administration Funds, 15.90% State Restricted Trunkline Funds, and 2.25% City of Rochester Hills (Act 51) Funds.

Purpose/Business Case: This authorization revision will provide for additional design services for recent changes made to the sound wall, retaining wall, drainage, and signing, will increase the authorization amount by \$77,642.51, and will extend the authorization term by twenty-eight months. This extension is necessary due to the authorization not being in alignment with the completion date of this phase of the project. The original authorization provides for the design of the relocation of the M-59 Interchange at Adams Road in the city of Rochester Hills, Oakland County (CS 63043 - JN 30154C). The revised authorization term will be August 4, 2003, through August 17, 2008. The revised authorization amount will be \$927,591.01

Benefit: Will improve the capacity of the existing Adams Road Interchange and improve access to the local roadway system.

Funding Source: 81.85% Federal Highway Administration Funds, 15.90% State Restricted Trunkline Funds, and 2.25% City of Rochester Hills (Act 51) Funds.

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

Risk Assessment: The State Transportation Commission, as directed by the Governor's office, recently brought this project back into MDOT's program. However, the funds to complete the entire project are not currently available. Therefore, it was decided to construct the project in three separate phases. Phases 1 and 2 are currently in construction, while Phase 3 is currently unfunded. Though the construction phase of Phase 3 is unfunded, the preliminary engineering phase is funded. Therefore, at the direction of Region Leadership, the preliminary engineering phase is to continue up to the omissions examination check phase, at which time the project will be put on hold until construction funding is made available. Failure to include the additional design work will prevent the new changes, initiated by MDOT, from being included within the project. Implementing MDOT's changes would then have to be done by change order during construction, resulting in higher unit prices, schedule delays and an increase of supervision during construction. Failure to extend the expiration date will cause the contract to terminate prior to the plan completion as the current expiration date of this authorization is not in alignment with this phased approach. Without an extension, the consultant would need to stop all design work prior to the completion of their project responsibilities. Should this occur, MDOT will be unable to complete the design of the last phase as scheduled.

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

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

New Project Identification: This project is for a new interchange at Adams Road, relocated. The existing interchange at Adams Road is to be removed.

Zip Code: 48309.

19. *HIGHWAYS (Real Estate) - Right-of-Way License

Retroactive Contract (2003-0704) between MDOT and Ammex Tax and Duty Free Shops, Inc., will provide for access to the eastbound ramp to the Blue Water Bridge Plaza for the operation of the duty free facility. The use of property as an operational right-of-way justifies retention of the property; thus, access rights are being licensed rather than sold. Based on an appraisal of fair market value, MDOT will receive 17 percent of the gross sales of all merchandise from the Ammex Tax and Duty Free Shops, Inc., Port Huron store(s) as consideration for the license. The contract will be in effect from February 1, 2004, through January 31, 2006. Revenue is estimated at \$1,000,000 per year.

This contract was previously approved by the State Administrative Board at its January 20, 2004, meeting; however, over the course of the contract negotiations, the vendor name, contract term, and estimated revenue amount changed.

Purpose/Business Care: The purpose of the license contract is to provide the licensee with a break in limited access to the Blue Water Bridge Plaza in Port Huron, Michigan, for purposes of operating the Ammex Tax and Duty Free Shops, Inc., store.

Benefit: Travelers crossing the international border to Canada may purchase duty free merchandise. The State of Michigan will receive approximately one million dollars revenue for each year of the license contract.

Funding Source: N/A - revenue generating, approximately one million dollars per year for the term of the license contract.

Commitment Level: License rate was determined by contract appraisal.

Risk Assessment: Loss of revenue to the State of Michigan over the term of the license contract.

Cost Reduction: N/A. The license is revenue-generating.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48060.

20. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z22/R1) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for additional design services during construction to be performed on an as-needed basis on I-94 from Rouge River to Wyoming in the cities of Dearborn and Detroit, Wayne County (CS 82022 – JN 55848A), and will increase the authorization amount by \$249,266.93. The additional work items include providing timely design assistance for any problems that arise during construction, including plan revisions to incorporate any unforeseen field conditions. The original authorization provides for design assistance during construction to be performed on an as-needed basis on I-94 from Rouge River to Wyoming Avenue, Wayne County (CS 82022 - JN 55848A). The authorization term remains unchanged, November 5, 2004, through April 20, 2007. The revised authorization amount will be \$381,611.01. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Dearborn (Act 51) Funds.

Purpose/Business Case: This authorization will provide for additional design services during construction to be performed on an as-needed basis on I-94 from Rouge River to Wyoming in the cities of Dearborn and Detroit, Wayne County. This work is being added to the project at the request of the Metro Region leadership. The additional work items include providing timely design assistance for any problems that arise during construction, including plan revisions to incorporate any unforeseen field conditions. This service will allow the original design consultant to be present at preconstruction and post-construction meetings, as well as answering construction contractor questions about the design plans at any time. The consultant will also be able to verify substitutions or changes requested by the contractor and provide a timely review of shop drawings submitted by the contractor. This service

* Denotes a non-standard contract/amendment

is not used to add new design work to a project, nor will it be used to correct errors or omissions that may exist within the final plans.

Benefit: The benefits to MDOT include improved pavement ride, condition, and safety and a reduction in long-term maintenance costs for the area.

Funding Source: 90% Federal Highway Administration Funds, 8.75% Restricted Trunkline Funds, and 1.25% City of Dearborn (Act 51) Funds.

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

Risk Assessment: The risk of not authorizing these services is that the construction project may be delayed or proceed in error because the original design consultant will not be available. This may lead to higher unit prices and local detours that last longer than planned and may require increased MDOT supervision. Due to Super Bowl XL in 2006, this project must be completed by December 2005.

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

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

New Project Identification: This is not a new project.

Zip Code: 48126.

21. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z24) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for construction engineering services to be performed for the construction of passing relief lanes, hot mix asphalt (HMA) resurfacing, and the extensions of existing culverts on US-12 from Feldkamp to Schill Road in Saline Township, Washtenaw County (CS 81031 - JN 55457A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$241,450. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services to be performed for the construction of passing relief lanes, HMA resurfacing, and the extensions of existing culverts on US-12 from Feldkamp to Schill Road in Saline Township, Washtenaw County. (CS 81031 - JN 55457A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting and finaling.

Benefit: The benefits of this authorization include adequate project administration and inspection and testing, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to MDOT standards.

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: Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48176.

22. HIGHWAYS - Increase Amount

Amendatory Contract (2004-0358/A1) between MDOT and HNTB Michigan, Inc., will provide for the addition of services for the design of pavement repair work and for the coordination of work to combine four separately designed bridge projects and one separately designed freeway signing project and will increase the contract amount by \$876,708.04. The original contract provides for the reconstruction of M-10 between M-102 and M-39 within the city of Southfield, Oakland County. The additional pavement work will ensure that the pavement within the limits of the four bridge projects will be improved for the entire length of the project. The coordination work for the bridge projects will ensure that the separately designed road, bridge, and signing projects will be combined into one construction package. This contract term remains unchanged, November 2, 2004, through December 1, 2006. The revised contract amount will be \$3,219,815.07. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds and 2.26% City of Southfield (Act 51) Funds.

Purpose/Business Case: This amendment will provide for the addition of services for the design of pavement repair work and for coordination will work to combine four separately designed bridge projects and one separately designed freeway signing project and increase the contract amount by \$876,708.04. The original contract provides for the reconstruction of M-10 between M-102 and M-39 within the city of Southfield, Oakland County. The additional pavement work will ensure that the pavement within the limits of the four bridge projects will be improved for the entire length of the project. The coordination work for the bridge projects will ensure that the separately designed road, bridge, and signing projects will be combined into one construction package. This contract term remains unchanged, November 2, 2004, through December 1, 2006. The revised contract amount will be \$3,219,815.07

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

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

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

Risk Assessment: The additional pavement repair work is being added to ensure that the pavement within the limits of the four bridge projects will be improved for the entire length of the project. Adding this work now will allow MDOT construction the advantage of utilizing the lane closures needed for the bridge construction, resulting in an overall cost savings to the program. Failure to include this work will necessitate that MDOT return to this location at a later date to upgrade the facilities. This would result in additional maintaining traffic costs, increased user delays, additional impacts to the roadway, and increased supervision during construction. The separately designed road, bridge, and signing projects are being combined into one construction package to eliminate the coordination issues that would result if they were constructed separately. Due to the complexity of the projects and coordination issues, it would be in the best interest of MDOT if all of the projects were constructed under one construction contract and if the coordination took place during design rather than during construction.

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.

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

New Project Identification: This is not a new project.

Zip Code: 48237.

23. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z4) under Contract (2004-0498) between MDOT and Coleman Engineers, Inc., will provide for as-needed construction inspection and testing services to be performed for various projects on M-64, M-38, and US-45 within the village of Ontonagon, Ontonagon County (CS various - JN various). The authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$229,050.95. The contract term is September 9, 2004, through September 9, 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 construction inspection and testing services to be performed for various projects on M-64, M-38, and US-45 in the village of Ontonagon, Ontonagon County. These services will support the delivery of the resurface and rehabilitation and bridge programs in a timely manner.

Benefit: Will provide for adequate inspection and testing that will result in a high quality product for the people of Michigan. The inspection and testing services will ensure that all parts of the construction projects are 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 inspection and testing may 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.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49953.

24. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z3) under Contract (2004-0797) between MDOT and Mannik & Smith Group, Inc., will provide for construction engineering services to be performed for the construction of a continuous dedicated center left turn lane on US-12 from Sauk Trail to I-94 in Washtenaw County (CS 81031 - JN 74217A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. This authorization will be in effect from the date of award through November 3, 2007. The authorization amount will be \$193,189.05. The contract term is November 3, 2004, through November 3, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services to be performed for the construction of a continuous dedicated center left turn lane on US-12 from Sauk Trail to I-94 in Washtenaw County (CS 81031 - JN 74217A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

Benefit: The benefits of this authorization include adequate project administration and inspection and testing, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to federal and MDOT standards.

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

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

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

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.

* Denotes a non-standard contract/amendment

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48197.

25. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z4) under Contract (2004-0797) between MDOT and Mannik & Smith Group, Inc., will provide for construction engineering services to be performed for milling and resurfacing, widening and paving of shoulders, and minor widening for a left turn lane on US-12 from Sauk Trail to I-94 in Washtenaw County (CS 81031 - JN 75167A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. This authorization will be in effect from the date of award through November 3, 2007. The authorization amount will be \$160,198.98. The contract term is November 3, 2004, through November 3, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services to be performed for milling and resurfacing, widening and paving of shoulders, and minor widening for left turn lane on US-12 from Sauk Trail to I-94 in Washtenaw County (CS 81031 - JN 75167A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting and finaling.

Benefit: The benefits of this authorization include adequate project administration and inspection and testing, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to MDOT standards.

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: Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48197.

26. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z5) under Contract (2004-0797) between MDOT and Mannik & Smith Group, Inc., will provide for construction engineering services to be performed for deep concrete overlay, substructure repairs, painting, and patching of ramps on I-94 under US-12 in Washtenaw County (CS 81062 - JN 78024A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. This authorization will be in effect from the date of award through November 3, 2007. The authorization amount will be \$139,034.55. The contract term is November 3, 2004, through November 3, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services to be performed for deep concrete overlay, substructure repairs, painting, and patching of ramps on I-94 under US-12 in Washtenaw County (CS 81062 - JN 78024A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

Benefit: The benefits of this authorization include adequate project administration and inspection and testing, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to federal and MDOT standards.

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

* Denotes a non-standard contract/amendment

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

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48197.

27. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z4) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for the rehabilitation of eight structures (S09 of 81062; S01 and S02 of 81063; S01, S02, S02-4, and S03 of 81041; and S08-2 of 81062), the reconstruction of ramps, and the rehabilitation of pavement on I-94 from US-23 to Rawsonville Road in Washtenaw County (CSs 81041, 81062, 81063 - JN 59281A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. This authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$520,050.21. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services to be performed for the rehabilitation of eight structures, the reconstruction of ramps, and the rehabilitation of pavement on I-94 from US-23 to Rawsonville Road in Washtenaw County (CSs 81041, 84062, 81063 - JN 59281A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

Benefit: The benefits of this authorization include adequate project administration and inspection and testing, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to federal and MDOT standards.

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

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

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48197.

28. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z5) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for the rehabilitation of three structures (S06 of 81063 and S08 of 81062-1), the reconstruction of ramps, and the rehabilitation of pavement on I-94 from US-23 to Rawsonville Road in Washtenaw County (CS 81063 - JN 59277A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. This authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$400,154.37. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services to be performed for the rehabilitation of three structures, the reconstruction of ramps, and the rehabilitation of pavement on I-94 from US-23 to Rawsonville Road in Washtenaw County (CS 81063 - JN 59277A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

Benefit: The benefits of this authorization include adequate project administration and inspection and testing, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to federal and MDOT standards.

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

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

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48197.

29. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z6) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for the reconstruction of ramps and roadway on Rawsonville Road from Grove Street to Frontage Road in Washtenaw and Wayne Counties (CSs 81041, 82021 - JN 77560A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. This authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$337,815.42. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services to be performed for the reconstruction of ramps and roadway on Rawsonville Road from Grove Street to Frontage Road in Washtenaw and Wayne Counties (CSs 81041, 82021 - JN 77560A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting and finaling.

Benefit: The benefits of this authorization include adequate project administration and inspection and testing, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to federal and MDOT standards.

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: Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48197.

30. *HIGHWAYS - Construction Engineering Services
Contract (2005-0110) between MDOT and Great Lakes Engineering Group, LLC, will provide for full construction engineering services, including project administration; inspection; surveying and staking; quality control testing and reporting; measurement; computation; documentation of quantities, reporting, and record keeping; and finaling of all project documentation, to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and the city of Monroe, Monroe County (CS various - JN various). The contract will be in effect from the date of award through April 1, 2006. The contract amount will be \$1,335,920.99. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Business Case:** To provide for full construction engineering services, including project administration; inspection; surveying and staking; quality control testing and reporting; measurement; computation; documentation of quantities, reporting, and record keeping; and finaling of all project documentation, to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Township and the city of Monroe, Monroe County.
- Benefit:** The benefits include adequate project oversight and inspection and testing, as required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current federal and MDOT standards.
- Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
- Risk Assessment:** Failure to provide the services outlined could result in 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.
- Selection:** Qualifications-based.
- New Project Identification:** This is not a new project.
- Zip Code:** 48161.
31. HIGHWAYS - IDS Engineering Services
Contract (2005-0120) between MDOT and Mead & Hunt, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
32. HIGHWAYS - IDS Engineering Services
Contract (2005-0125) between MDOT and Northwest Design Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

33. HIGHWAYS - IDS Engineering Services
 Contract (2005-0126) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
34. HIGHWAYS - IDS Intelligent Transportation Systems Services
 Authorization (Z1) under Contract (2005-0126) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for a Vehicle – Infrastructure Integration (VII) Testbed to include Intelligent Transportation System (ITS) services to be performed for intelligent vehicles to collect data, communicate data to the infrastructure systems, and receive communication regarding travel conditions, safety hazards, and other valuable information to users on testbed sites I-696, M-10, US-24 and 12 Mile Road in Metro Region (CS 84917 - JN 58098). This authorization will be in effect from the date of award through three years. (See previous agenda item.) The authorization amount will be \$463,460.06. The contract will be in effect from the date of award through three years. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.
- Purpose/Business Case:** This authorization will provide for a VII Testbed to include Intelligent Transportation System (ITS) services to be performed for intelligent vehicles to collect data, communicate data to the infrastructure systems, and receive communication regarding travel conditions, safety hazards, and other valuable information to users on testbed sites I-696, M-10, US-24, and 12 Mile Road in Metro Region (CS 84917 - JN 58098).
- Benefit:** The benefits of this authorization include an opportunity for MDOT to lead the nation in VII technology. If the VII industry were in Michigan, it would provide more jobs within the state. Potential VII applications, including collision avoidance, incident management, traveler information, commercial transport management, and border crossing facilitations, could lessen the costs associated with traffic crashes and congestion.
- Funding Source:** 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.
- Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
- Risk Assessment:** Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.
- Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
- Selection:** Qualifications-based.
- New Project Identification:** This is not a new project.
- Zip Code:** 48075.
35. HIGHWAYS - IDS Engineering Services
 Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

36. HIGHWAYS- IDS Engineering Services
Contract (2005-0152) between MDOT and NTH Consultants, Limited, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
37. HIGHWAYS - IDS Engineering Services
Contract (2005-0153) between MDOT and Boldt, McLeod & Johnson, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
38. HIGHWAYS - IDS Engineering Services
Contract (2005-0154) between MDOT and Spaulding DeDecker & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
39. HIGHWAYS - IDS Engineering Services
Contract (2005-0158) between MDOT and Driesenga & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
40. HIGHWAYS - IDS Engineering Services
Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

41. HIGHWAYS - IDS Engineering Services
 Contract (2005-0172) between MDOT and Environmental Consulting & Technology, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

42. HIGHWAYS - Cost Participation for Local Agency Contract
 Contract (2005-5006) between MDOT and the City of Crystal Falls will provide for participation in the following improvements:

Relocation of existing power poles and line along the south side of Highway US-2, owned by the City of Crystal Falls, in Section 30 of Township 43 N, Range 33 W (Crystal Falls Township).

Estimated Funds:

Federal Highway Administration Funds	\$6,580
State Restricted Trunkline Funds	\$1,460
City of Crystal Falls Funds	<u>\$ 0</u>
Total Funds	<u>\$8,040</u>

NH 36027 – 60292; Iron County
 Force Account

Purpose/Business Case: Power line relocation project due to road construction.

Benefit: Will provide for the continuation of electricity to State Police Post.

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

Commitment Level: 81.85% federal; 18.15% state; estimated at \$8,040.

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

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

Selection: N/A.

New Project Identification: Relocation of existing utilities.

Zip Code: 49920.

43. HIGHWAYS - Cost Participation for Local Agency Contract
 Contract (2005-5014) between MDOT and the Village of Union City will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

PART A

Reconstruction work along Broadway Street from Railroad Street to Coldwater Street, including concrete curb and gutter, drainage structure, storm sewer, hot mix asphalt paving, and pavement marking work.

* Denotes a non-standard contract/amendment

PART B

Watermain, sanitary sewer, and contractor staking work along Broadway Street from Railroad Street to Coldwater Street.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$150,300	\$ 0	\$150,300
Federal Highway Administration Funds	\$100,200	\$ 0	\$100,200
Village of Union City Funds	<u>\$ 62,600</u>	<u>\$169,500</u>	<u>\$232,100</u>
Total Funds	<u>\$313,100</u>	<u>\$169,500</u>	<u>\$482,600</u>

EDDF 12555 – 76619; Branch County
Letting of 4/1/2005

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

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

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and Village of Union City Funds.

Commitment Level: 80% federal, 20% Village of Union City; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: N/A for contract; low bid for subcontract.

New Project Identification: Improvement of existing roadway.

Zip Code: 49094.

44. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5022) between MDOT and the Ogemaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Rehabilitation work along Rose City Road from Thayer Road to Short Road, including minor widening, machine grading, base crushing and shaping, aggregate base, hot mix asphalt paving, aggregate shoulder, culvert, pavement marking, and slope restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$123,900
State Restricted Economic Development Funds	\$ 87,000
Ogemaw County Road Commission Funds	<u>\$ 52,800</u>
Total Funds	<u>\$263,700</u>

EDDF 65555 - 77590
Letting of 4/1/2005

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

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

Funding Source: Federal Surface Transportation Funds, State Transportation Economic Development Funds, and Ogemaw County Road Commission Funds.

Commitment Level: 47% federal, 33% state, 20% Ogemaw County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: N/A for contract; low bid for subcontract.

New Project Identification: Improve existing roadway.

Zip Code: 48654.

45. HIGHWAYS - Cost Participation for Preliminary and Construction Engineering

Contract (2005-5024) between MDOT and the Isabella County Road Commission will provide for funding participation in the following:

The performance of preliminary and construction engineering activities for construction of a center left turn and deceleration lane for the northbound Highway US-127 business route onto southbound Mission Road.

Estimated Funds:

Federal Highway Administration Funds	\$ 0
State Restricted Trunkline Funds	\$48,500
Isabella County Road Commission Funds	\$ 0
Total Funds	<u>\$48,500</u>

STH 37011 – 82756

Local PE and CE

Purpose/Business Case: Isabella County Road Commission will perform preliminary engineering (PE) and construction engineering (CE) work for MDOT’s intersection safety improvement project.

Benefit: The County will perform construction on Mission Road adjacent to the project. By having the County perform this work, local agency and MDOT construction can occur simultaneously, resulting in less interruption to traffic.

Funding Source: State Restricted Trunkline and Bridge Construction Funds.

Commitment Level: 100% state; preliminary engineering not to exceed \$17,000; construction engineering, estimated at \$31,500, not to exceed 10% of physical construction costs.

Risk Assessment: Additional disruption of traffic at same locations within a short period of time.

Cost Reduction: PE costs capped at \$17,000; CE costs not to exceed 10% of MDOT construction costs.

Selection: N/A.

New Project Identification: Improvement of existing intersection.

Zip Code: 48858.

46. HIGHWAYS - Cost Participation for Right-of-Way Acquisition

Contract (2005-5032) between MDOT and the City of Troy will provide for funding participation in the following improvements utilizing Transportation Economic Development Category C Funds:

Acquisition of right-of-way for the widening to a six-lane boulevard of Big Beaver Road from Rochester Road to Dequindre Road.

The purpose of this amendment is to provide for the demolition work (\$152,500) to be advertised and awarded by MDOT. The estimated project cost remains unchanged.

Estimated Funds:

Federal Highway Administration Funds being used as State Restricted Economic Development Funds	\$3,360,000
City of Troy Funds	<u>\$ 840,000</u>
Total Funds	<u>\$4,200,000</u>

EDCF 63544 - 59072; Oakland County
Amendment

Purpose/Business Case: Amend original contract to allow MDOT to advertise and award the demolition portion of the project work.

Benefit: Will be able to continue with the right-of-way acquisition process using MDOT's resources.

Funding Source: Federal Minimum Guarantee Funds and City of Troy Funds.

Commitment Level: 80% federal, 20% City of Troy; based on estimate.

Risk Assessment: Right-of-way acquisition may not be able to be completed without allowing MDOT to perform a portion of the project work.

Cost Reduction: Low bid for the demolition work. Remaining right-of-way work done by City with estimate reviewed to make sure reasonable and valid.

Selection: Low bid for the demolition work.

New Project Identification: New right-of-way work to expand an existing roadway.

Zip Code: 48083.

47. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5040) between MDOT and City of Marlette will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Restoration work for the historic Marlette Depot located in the southeast quadrant of Highway M-53 (Main Street) at Vail Street.

Estimated Funds:

Federal Highway Administration Funds	\$320,000
City of Marlette Funds	<u>\$ 80,000</u>
Total Funds	<u>\$400,000</u>

STE 74011 – 73841; Sanilac County
Local Letting

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

Benefit: Historic preservation.

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

Commitment level: 80% federal up to \$320,000 and the balance by City of Marlette; based on estimate.

* Denotes a non-standard contract/amendment

Risk Assessment: Contract required in order for City to receive these federal funds.
Cost Reduction: Low bid.
Selection: N/A for contract; low bid for subcontract.
New Project Identification: Historic preservation of existing building.
Zip Code: 48453.

48. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5041) between MDOT and the Village of L’Anse will provide for participation in the following improvements:

Relocation of three utility poles and temporary support for six additional poles along the south side of Highway US-41 between Winter Street and L’Anse Avenue.

Estimated Funds:

State Restricted Trunkline Funds	\$20,330
Village of L’Anse Funds	<u>\$ 0</u>
Total Funds	<u>\$20,330</u>

BI04 07012 – 47967; Baraga County
 Force Account

Purpose/Business Case: Power line relocation due to road construction.
Benefit: Will provide for the continuation of electricity in the vicinity of the project.
Funding Source: State Restricted Trunkline and Bridge Construction Funds.
Commitment Level: 100% state; estimated at \$20,300.
Risk Assessment: Possible loss of electricity due to construction work at present location of power lines.
Cost Reduction: Relocation of village facilities to be performed by Village. Estimate reviewed to verify that costs are reasonable and valid.
Selection: N/A.
New Project Identification: Relocation of existing utilities.
Zip Code: 49946.

49. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5044) between MDOT and the Roscommon County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Hot mix asphalt paving work along County Road 400 (Emery Road) from County Road 401 (Reserve Road) to Highway M-18, including aggregate base conditioning, aggregate base, and shoulder work.

Estimated Funds:

State Restricted Economic Development Funds	\$407,354
Roscommon County Road Commission Funds	<u>\$101,846</u>
Total Funds	<u>\$509,200</u>

EDF 72566 - 82634
 Local Letting

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

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

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

Commitment Level: 80% state up to \$407,354 and the balance by Roscommon County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: N/A for contract; low bid for subcontract.

Selection: Low bid.

New Project Identification: Improvement existing roadway.

Zip Code: 48653.

50. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5049) between MDOT and the Wexford County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Resurfacing work along No. 37 Road from No. 36 Road to No. 32 Road, including trenching, earthwork, base crushing and shaping, hot mix asphalt paving, aggregate shoulder, culvert, concrete curb and gutter, slope restoration, and pavement marking work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$119,400
Federal Highway Administration Funds	\$138,700
State Restricted Economic Development Funds	\$ 64,500
Wexford County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$322,600</u>

EDDF 83555 - 78374

Letting of 4/1/2005

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

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

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

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

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: N/A for contract; low bid for subcontract.

New Project Identification: Improvement existing roadway.

Zip Code: 49601.

51. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5050) between MDOT and the City of Mt. Pleasant will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Reconstruction work along Bradley Street from High Street (Highway M-20) to Broadway Street, including sand base, subsurface drainage, aggregate base, hot mix asphalt surfacing, storm sewer, and curb and gutter work.

Estimated Funds:

State Restricted Economic Development Funds	\$341,000
City of Mt. Pleasant Funds	<u>\$ 86,000</u>
Total Funds	<u>\$427,000</u>

EDF 37566 – 82635; Isabella County
Local Letting

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

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

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

Commitment Level: 80% state up to \$341,000 and the balance by City of Mt. Pleasant; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: N/A for contract; low bid for subcontract.

New Project Identification: Improvement existing roadway.

Zip Code: 48858.

52. HIGHWAYS (Real Estate) - IDS Real Estate Title Services
Contract (2005-0132) between MDOT and Huron Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

53. HIGHWAYS (Real Estate) - IDS Real Estate Title Services
Contract (2005-0133) between MDOT and Lapeer County Abstract & Title Company, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

54. HIGHWAYS (Real Estate) - IDS Real Estate Title Services
Contract (2005-0134) between MDOT and Manzo Title Company, will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
55. HIGHWAYS (Real Estate) - IDS Real Estate Title Services
Contract (2005-0135) between MDOT and Ontonagon County Abstract & Title Corporation will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
56. HIGHWAYS (Real Estate) - IDS Real Estate Title Services
Contract (2005-0136) between MDOT and Peninsula Title & Abstract Corporation will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
57. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0162) between MDOT and Visser Appraisal, Ltd., 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.
58. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0163) between MDOT and Rapid Appraisal, Inc., 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.

59. HIGHWAYS (Real Estate) - Real Estate Mapping Services

Contract (2005-0164) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide the update of the Lapeer, Dickinson, Marquette, and Charlevoix 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 \$33,022. 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 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 resulting in encroachments and project delays.

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

Selection: Low bid.

New Project Identification: Electronic mapping of right-of-way.

Zip Codes: 49815, 48446, 49866, and 49712.

60. *MACKINAC BRIDGE AUTHORITY – IDS Time Extension, Amount Increase

Retroactive Amendatory Contract (2002-0290/A1) between the Mackinac Bridge Authority (MBA) and Parsons Transportation Group, Inc., will extend the indefinite delivery of services (IDS) contract term by four months to provide sufficient time for the consultant to complete an ongoing project for which the additional time is needed and will increase the contract maximum amount by \$284,000. The corresponding services included inspection of the Mackinac Bridge's cable system, performance of an engineering review of the containment system proposed by the current painting contractor (for project M00199), and performance of a fracture critical member inspection for the bridge, which services have been completed, and the design of details for the repair of a damaged floor beam system, which service has not yet been completed. Although the IDS contract is still active, the amendment is retroactive because the MBA directed the consultant to perform services whose associated costs extended beyond the maximum dollar amount of the IDS contract without first seeking approval of the additional costs. The original contract provides for construction engineering services to be performed on an as needed/when needed basis. The revised contract term will be May 14, 2002, through September 13, 2005. The revised maximum contract amount will be \$684,000. Source of Funds: 100% Mackinac Bridge Authority Toll Funds.

Purpose/Business Case: This amendment will extend the indefinite delivery of services (IDS) contract term by four months to provide sufficient time for the consultant to complete an ongoing project for which the additional time is needed and will increase the contract maximum amount by \$284,000. The corresponding services included inspection of the Mackinac Bridge's cable system, performance of an engineering review of the containment system proposed by the current painting contractor (for project M00199), and performance of a fracture critical member inspection for the bridge, which services have been completed, and the design of details for the repair of a damaged floor beam system, which service has not yet been completed. The original contract provides for construction engineering services to be performed on an as needed/when needed basis.

Benefit: The amendment will allow authorizations issued under the IDS contract to be extended, pending State Administrative Board approval, and will allow the consultant to be reimbursed for three completed projects and one ongoing project performed at the direction of the MBA.

Funding Source: 100% Mackinac Bridge Authority Toll Funds.

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

* Denotes a non-standard contract/amendment

Risk Assessment: If the amendment is not approved, the consultant will not be able to complete work on an ongoing project or to be reimbursed for three completed projects and one ongoing project performed at the direction of the MBA.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

61-63. *MULTI-MODAL - Novations

The following amendatory contracts between MDOT, the Kalamazoo County Board of Commissioners, and the City of Kalamazoo will provide for the reassignment of contract responsibilities for the administration of public transportation services in Kalamazoo County from Kalamazoo County to the City of Kalamazoo. The contracts are being novated due to the merger of the county's and city's transit systems. The dollar amounts, terms, and conditions of the contracts remain unchanged.

	<u>Contract</u>	<u>Project Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
61.	98-0601/A3	FY 1998	Federal Section 5309 Capital Discretionary Program	October 23, 1998 - October 22, 2001	\$246,240
	Source of Funds: Federal Transit Administration Funds: \$196,992; FY 1992 State Restricted Comprehensive Transportation Funds: \$49,248.				
62.	2001-0544/A1	FY 2001	Federal Section 5309 Capital Discretionary Program	September 14, 2001 - September 13, 2004	\$89,700
	Source of Funds: Federal Transit Administration Funds: \$71,760; FY 1992 and FY 2001 State Restricted Comprehensive Transportation Funds: \$17,940.				
63.	2001-0918/A1	FY 2001	Federal Section 5311 Nonurbanized Area Formula Capital Program	September 28, 2001 - September 27, 2004	\$139,000
	Source of Funds: Federal Transit Administration Funds: \$111,200; FY 2001 State Restricted Comprehensive Transportation Funds: \$27,300; Kalamazoo County Funds: \$500.				

Purpose/Business Case: To provide for the novation of contracts that provided federal and state funds for the administration of public transportation in Kalamazoo County to the City of Kalamazoo.

Benefit: All public transportation services in Kalamazoo County will be coordinated by one agency.

Funding Source: Federal Transit Administration Funds - \$379,952; FY 1992 and FY 2001 State Restricted Comprehensive Transportation Funds - \$94,488; Kalamazoo County Funds - \$500

Commitment Level: Contract amounts are based on cost estimates.

Risk Assessment: The risks of not approving these amendments are that public transportation services in Kalamazoo County could be reduced or eliminated or provided in a less efficient manner.

Cost Reduction: Grant amounts are determined by FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 49007.

* Denotes a non-standard contract/amendment

64. *MULTI-MODAL - Novation

Amendatory Contract (99-0419/A1) between MDOT, the Ionia Area Transportation Authority, and the City of Ionia will provide for the reassignment of contract responsibilities for the administration of public transportation services from the Ionia Area Transportation Authority to the City of Ionia. The Ionia Area Transportation Authority will be dissolving in the near future, and the City of Ionia will be taking over the service currently provided by the authority. This will increase efficiency in the provision of public transportation services. The original contract provided state matching funds for the authority's FY 1999 Federal Section 5311 Nonurbanized Area Formula Capital Program grant for the purchase of a transit bus. The contract term remains unchanged, September 13, 1999, through September 12, 2002. The contract amount remains unchanged at \$50,000. Source of Funds: Federal Transit Administration Funds - \$40,000; FY 1999 State Restricted Comprehensive Transportation Funds - \$10,000.

Purpose/Business Case: To provide for the novation of the contract that provides state matching funds for the purchase of one new bus in Ionia County.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$40,000; FY 1999 State Restricted Comprehensive Transportation Funds - \$10,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not amending this contract is that public transportation services in Ionia County could be reduced or eliminated, and services, if provided, would be less efficient.

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

New Project Identification: This is not a new project.

Selection: N/A.

Zip Code: 48846.

65-66. *MULTI-MODAL - Novations

The following amendatory contracts between MDOT, Kalamazoo County - Human Services Department, and the City of Kalamazoo will provide for the reassignment of contract responsibilities for the administration of public transportation services in Kalamazoo County from the Kalamazoo County - Human Services Department to the City of Kalamazoo. The contracts are being novated due to the merger of the county's and city's transit systems. The dollar amounts, terms, and conditions of the contracts remain unchanged.

	<u>Contract</u>	<u>Project Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
65.	99-0422/A1	FY 1999	Federal Section 5311 Nonurbanized Area Formula Capital Program	September 13, 1999 - September 12, 2002	\$250,634

Source of Funds: Federal Transit Administration Funds - \$200,507; FY 1999 State Restricted Comprehensive Transportation Funds - \$50,127.

66.	2000-0482/A1	FY 2000	Federal Section 5309 Capital Discretionary Program	January 18, 2001 - January 17, 2004	\$518,770
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Source of Funds: Federal Transit Administration Funds - \$415,016; FY 2000 State Restricted Comprehensive Transportation Funds - \$103,754.

Purpose/Business Case: To provide for the novation of contracts that provided federal and state funds for the administration of public transportation services in Kalamazoo County to the City of Kalamazoo.

Benefit: All public transportation in Kalamazoo County will be coordinated by one agency.

Funding Source: Federal Transit Administration Funds - \$615,523; FY 1999 and FY 2000 State Restricted Comprehensive Transportation Funds - \$153,881.

Commitment Level: Contract amounts are based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risks of not approving these amendments are that public transportation services in Kalamazoo County could be reduced or eliminated or provided in a less efficient manner.

Cost Reduction: Grant amounts are determined by FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 49007.

67. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0029) between MDOT and the Clare County Board of Commissioners will change the line item "Tire Chains" to "Computers" to allow the agency to upgrade outdated computer equipment. After purchasing one set of tire chains and discovering that they did not suit the needs of the agency, the chains were returned. The agency then requested that this funding be used for the replacement of up to eight outdated computers and printers. The original authorization provides state matching funds for Clare County Board of Commissioner's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, November 25, 2003, through November 24, 2006. The authorization amount remains unchanged at \$43,800. 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 - \$35,040; FY 2004 State Restricted Comprehensive Transportation Funds - \$8,760.

Purpose/Business Case: Will provide for a change from the line item "tire chains," which did not work as advertised, to "computers" to allow for the purchase of up to eight computers and printers to replace the outdated equipment currently in use by the agency.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$35,040; FY 2004 State Restricted Comprehensive Transportation Funds - \$8,760.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a revision to an existing project.

Zip Code: 48625.

68. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z16/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit will increase state matching funds by \$2,424,603 and federal funds by \$9,698,409 for an increase in the preventive maintenance, engineering services, transit enhancement/bus signage, and communications equipment line items, due to an increase in the federal award. This revision reflects funding that had been withheld in FY 2004 by the Federal Transit Administration (FTA) pending reauthorization of the federal highway bill but that has now been awarded by the FTA. The original authorization provides state matching funds for the City's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, May 13, 2004, through May 12, 2007. The revised authorization amount will be \$29,145,193. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$23,316,154; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$5,829,039.

Purpose/Business Case: To provide for an increase in state matching funds of \$2,424,603 for the engineering services, transit enhancement/bus signage, preventive maintenance, and communications equipment line items.

Benefit: Increased public safety through improved transportation infrastructure.

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

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

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

69. MULTI-MODAL - Section 5313(b)

Project Authorization (Z13) under Master Agreement (2002-0038) between MDOT and the Gladwin County Board of Commissioners will provide FY 2005 Federal Section 5313(b) State Planning and Research Program grant funds to allow for the development of a communication plan and the purchase of communication equipment and computer equipment to enhance the communication and reporting capabilities of the transit system. The effective date of this authorization will be the effective date of the federal grant, and the authorization will be in effect for three years. The authorization may be 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 \$98,700. 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 - \$78,960; Gladwin County Funds - \$19,740.

Purpose/Business Case: To allow for the development of a communication plan and for the purchase of communication and computer equipment to enhance the communication and reporting capabilities of the transit system.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds - \$78,960; Gladwin County Funds - \$19,740.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48624.

70. MULTI-MODAL - Section 5307 Capital Program

Project Authorization Revision (Z5/R4) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP) in Grand Rapids will extend the authorization term by two years to allow the agency sufficient time to complete the Intelligent Transportation System (ITS) project. The project requires multi-agency coordination to ensure compliance with the Federal Transit Administration's ITS architecture standards. Project deployment was delayed because the multi-agency approvals took significantly longer to acquire than anticipated. The original authorization provides state matching funds for ITP's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term is from May 1, 2002, to April 30, 2007. The authorization amount remains unchanged at \$8,684,995. 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 - \$6,950,496; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,709,589; ITP Funds - \$24,910.

Purpose/Business Case: To provide for a two-year time extension to allow for completion of the Intelligent Transportation System project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$6,950,496; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,709,589; ITP Funds - \$24,910.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

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

Zip Code: 49503.

71-72. *MULTI-MODAL - Novations

Amendatory Contract (2002-0051/A1) between MDOT, the Ionia Area Transportation Authority, and the City of Ionia, will provide for the reassignment of contract responsibilities for the administration of public transportation services in Ionia County from the Ionia Area Transportation Authority to the City of Ionia for the project authorizations listed below. The Ionia Area Transportation Authority will be dissolving in the near future and the City of Ionia will be taking over the service currently provided by the authority. This will increase efficiency in the provision of public transportation services. The dollar amounts, terms, and conditions of the project authorizations remain unchanged.

	<u>Original</u>	<u>New</u>	<u>Project Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
71.	2002-0051/Z3	2002-0050/Z12	FY 2002	Federal Section 5309 Capital Discretionary Program	February 19, 2003 - February 18, 2006	\$54,500
	Source of Funds: Federal Transit Administration Funds: \$43,600; FY 2002 State Restricted Comprehensive Transportation Funds: \$10,900.					
72.	2002-0051/Z5	2002-0050/Z13	FY 2003	Federal Section 5311 Nonurbanized Area Formula Capital Program	November 25, 2003 - November 24, 2006	\$45,000
	Source of Funds: Federal Transit Administration Funds: \$36,000; FY 2002 State Restricted Comprehensive Transportation Funds: \$9,000.					

Purpose/Business Case: To provide for the novation of project authorizations that provided federal and state funds for the administration of public transportation services in Ionia County.

Benefit: All public transportation in Ionia County will be coordinated by one agency.

Funding Source: Federal Transit Administration Funds - \$79,600; FY 2002 State Restricted Comprehensive Transportation Funds - \$19,900.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not novating these authorizations is that public transportation services in Ionia County could be reduced or eliminated, and services, if provided, would be less efficient.

Cost Reduction: Grant amounts are determined by FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 48846.

73-75. *MULTI-MODAL - Novations

Amendatory Contract (2002-0056/A1) between MDOT, the Kalamazoo County Board of Commissioners, and the City of Kalamazoo will provide for the reassignment of contract responsibilities for the administration of public transportation services in Kalamazoo County from the Kalamazoo County Board of Commissioners to the City of Kalamazoo for the project authorizations listed below. The authorizations are being novated due to the merger of the county's and city's transit systems. The dollar amounts, terms, and conditions of the project authorizations remain unchanged.

	<u>Original</u>	<u>New</u>	<u>Project Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
73.	2002-0056/Z3	2002-0055/Z15	FY 2002	Federal Section 5311 Nonurbanized Area Formula Capital Program	September 24, 2002 - September 23, 2005	\$140,000
	Source of Funds: Federal Transit Administration Funds: \$99,200; FY 2002 State Restricted Comprehensive Transportation Funds: \$28,000; City of Kalamazoo Funds: \$12,800.					
74.	2002-0056/Z4	2002-0055/Z16	FY 2002	Federal Section 5309 Capital Discretionary Program	February 19, 2003 - February 18, 2006	\$160,880
	Source of Funds: Federal Transit Administration Funds: \$128,704; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds: \$32,176.					
75.	2002-0056/Z7	2002-0055/Z17	FY 2003	Federal Section 5311 Nonurbanized Area Formula Capital Program	November 25, 2003 - November 24, 2006	\$135,000
	Source of Funds: Federal Transit Administration Funds: \$108,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds: \$27,000.					

Purpose/Business Case: To provide for the novation of project authorizations that provided federal and state funds for the administration of public transportation services in Kalamazoo County.

Benefit: All public transportation in Kalamazoo County will be coordinated by one agency.

Funding Source: Federal Transit Administration Funds - \$335,904; FY 2002, FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$87,176; City of Kalamazoo Funds - \$12,800.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risks of not approving these amendments are that public transportation services in Kalamazoo County could be reduced or eliminated or provided in a less efficient manner.

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

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 49007.

* Denotes a non-standard contract/amendment

76. MULTI-MODAL - Section 5307 Capital Program

Project Authorization (Z15) under Master Agreement (2002-0060) between MDOT and the Livingston County Board of Commissioners will provide state matching funds for the county's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of two replacement buses and renovations to the bus terminal. The authorization will be in effect from January 12, 2005, through January 11, 2008. 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 \$251,070. 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 - \$200,856; FY 2002 State Restricted Comprehensive Transportation Funds - \$50,214.

Purpose/Business Case: To provide state matching funds for the Livingston County Board of Commissioners FY 2004 Federal Section 5307 Urbanized Area Formula Program grant for the purchase of two replacement buses and renovations to the bus terminal.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$200,856; FY 2002 State Restricted Comprehensive Transportation Funds - \$50,214.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that federal funds will be last and the terminal renovations and replacement bus purchases will not be completed.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48855.

77. MULTI-MODAL - Section 3037 Job Access and Reverse Commute Program

Project Authorization Revision (Z22/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will reduce the amount of funding provided by the Family Independence Agency by \$185,862 and increase the amount of funding provided by the Michigan Department of Labor and Economic Growth by \$185,862 due to an inadvertent error when the original authorization was processed. The original authorization provides state matching funds for MTA's FY 2004 Federal Section 3037 Job Access and Reverse Commute Program grant for work-related transportation to Genesee County residents accessing jobs in Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee counties. The authorization term remains unchanged, August 12, 2004, through August 11, 2005. The authorization amount remains unchanged at \$1,486,891. 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 - \$743,445; FY 2004 State Restricted Comprehensive Transportation Funds - \$371,723; Family Independence Agency Funds - \$185,861; Michigan Department of Labor and Economic Growth Funds - \$185,862

Purpose/Business Case: To correct the amounts of matching funds provided by the Family Independence Agency and the Michigan Department of Labor and Economic Growth for the Mass Transportation Authority's FY 2004 Section 3037 Job Access/Reverse Commute.

Benefit: Will increase public transportation services.

Funding Source: Federal Transit Administration Funds - \$743,445; FY 2004 State Restricted Comprehensive Transportation Funds - \$371,723; Family Independence Agency Funds - \$185,861; Michigan Department of Labor and Economic Growth Funds - \$185,862.

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

Risk Assessment: The risks of not approving this revision are that federal funds will be lost and the agreed upon split of the matching funds will not be corrected.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

78. MULTI-MODAL - Section 5313(b)

Project Authorization (Z12) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners will provide FY 2005 Federal Section 5313(b) State Planning and Research Program grant funds to develop the Muskegon Area Transit System (MATS) employer support program. The effective date of this authorization will be the effective date of the federal grant, and the authorization will be in effect for three years. The authorization may be 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 \$50,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$40,000; Muskegon County Funds - \$10,000.

Purpose/Business Case: To provide for the development of a MATS employer support program.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds - \$40,000; Muskegon County Funds - \$10,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

79. MULTI-MODAL - Time Extension

Amendatory Contract (2003-0328/A1) between MDOT and the Northeast Michigan Council of Governments (NEMCOG), Otsego County, will extend the contract term by approximately six months to allow sufficient time for the agency to complete development of Phase 1 of a Transportation Coordination Plan for Emmet County. The project has been delayed because of difficulties encountered due to the staffing and scheduling of local organizations. This amendment will allow for continued data gathering and drafting of the final transportation coordination plan. The original contract provides state matching funds for the FY 2003 Federal Section 5313(b) State Planning and Research Program grant. The revised contract term will be April 14, 2003, through September 30, 2005. The contract amount remains unchanged at \$65,000. Source of Funds: Federal Transit Administration Funds - \$52,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$13,000.

Purpose/Business Case: To provide for a six-month time extension to allow the agency to complete development of Phase 1 of a Transportation Coordination Plan for Emmet County.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$52,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$13,000.

Commitment Level: Contract amount is based on cost estimates.

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

Cost Reduction: This is a time extension to an existing contract.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49734.

80. *MULTI-MODAL - Novation

Amendatory Contract (2003-0530/A1) between MDOT, the Allegan County Resource Development Committee, Inc., and the Allegan County Board of Commissioners will provide for the reassignment of contract responsibilities for the administration of public transportation services from the Allegan County Resource Development Committee to the Allegan County Board of Commissioners. Allegan County is taking over the majority of transit services in the county in an effort to consolidate county services and increase efficiency. The original contract provides state matching funds for the agency's FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contract term remains unchanged, August 19, 2003, through August 18, 2006. The contract amount remains unchanged at \$144,565. Source of Funds: Federal Transit Administration Funds - \$115,652; FY 2002 State Restricted Comprehensive Transportation Funds - \$28,913.

Purpose/Business Case: To provide for the novation of the contract that provides federal and state funds for the purchase of transit buses from the Allegan County Resource Development Committee to Allegan County.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$115,652; FY 2002 State Restricted Comprehensive Transportation Funds - \$28,913.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not amending this contract is that public transportation services in Allegan County could be reduced or eliminated or services may be provided in a less efficient manner.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49010.

81. *MULTI-MODAL - Section 5314(a)

Contract (2005-0074) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide FY 2005 Federal Section 5314(a) State Planning and Research Program grant funds under federal grant MI-26-0007 for a FY 2005 United We Ride State Coordination grant. The monies will be used to systematically gather, document, and analyze information from transportation users and providers, local human services providers, local and statewide advocacy groups, and others on human service transportation coordination problems and successes in various regions of Michigan. As part of the United We Ride project, the information gathered will be used to create a State Action Plan for Improving Coordination of Human Service Transportation in Michigan. The grant will be in effect from January 21, 2005, through February 28, 2006. The grant 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 federal grant amount will be \$35,000. Source of Funds: Federal Transit Administration Funds - \$35,000.

Purpose/Business Case: To provide grant funds for the gathering, documenting, and analyzing of transportation coordination problem and success data from various sources in Michigan and the use of the data to create a transportation coordination improvement plan.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds- \$35,000.

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

82. *MULTI-MODAL – Rail Passenger

Retroactive Contract (2005-0078) between MDOT and the Detroit Transportation Corporation will provide for reimbursement to MDOT by the Detroit Transportation Corporation of the costs of the Rail Safety System Audit of the Detroit People Mover (DPM), a rail fixed guideway system in Detroit, Michigan. The DPM is owned and operated by the Detroit Transportation Corporation. MDOT has state oversight responsibility for the DPM. The American Public Transportation Association (APTA) will conduct the safety audit with the cooperation of the Detroit Transportation Corporation in order to meet Federal Transit Administration requirements that such guideway systems be safety audited once every three years. The cost of the audit will be \$50,160, which the Detroit Transportation Corporation will pay to MDOT in three annual payments of \$16,720 each. MDOT will make payments to APTA upon receipt of the Detroit Transportation Corporation's payments to MDOT. The contract will be in effect from July 1, 2004, through June 30, 2007. Source of Funds: Detroit Transportation Corporation Funds - \$50,160.

This contract is retroactive as the oversight responsibilities for the DPM were only recently transferred to MDOT from the Michigan Department of Consumer & Industry Services. Our first contact with the Detroit Transportation Corporation was in mid-November. A formal contractual process with the Detroit Transportation Corporation needed to be developed, which delayed implementation.

Purpose/Business Case: MDOT has state oversight responsibility for the DPM. As part of its oversight responsibility, MDOT must ensure that a safety audit of the DPM is conducted at least once every three years, in compliance with Federal Transit Administration (FTA) regulations. This contract will provide for the Detroit Transportation Corporation to reimburse MDOT for the cost of the APTA safety audit of the DPM.

Benefit: This contract will ensure that the DPM continues to be operated within applicable safety guidelines to provide safe transportation to its riders and safe working conditions for DPM employees involved in the operation and maintenance of the system.

Funding Source: Detroit Transportation Corporation Funds - \$50,160.

Commitment Level: This is a fixed cost contract.

Risk Assessment: The risks of not having the audit performed or not fulfilling the oversight responsibilities are that MDOT would be noncompliant with the federal requirements and would risk losing federal funding for other projects.

Cost Reduction: The cost is established by APTA and is not negotiable.

Selection: N/A.

New Project Identification: This is a new project for MDOT. In previous years, the Michigan Department of Consumer & Industry Services had responsibility for this project.

Zip Code: 48226.

83. *MULTI-MODAL – Rail Passenger

Retroactive Contract (2005-0079) between MDOT and the American Public Transportation Association (APTA) will provide funding to APTA for the Rail Safety System Audit of the Detroit People Mover (DPM), a rail fixed guideway system in Detroit, Michigan. The DPM is owned and operated by the Detroit Transportation Corporation (DTC). MDOT has state oversight responsibility for the DPM. APTA will conduct the safety audit with the cooperation of DTC in order to meet to meet Federal Transit Administration requirements that such guideway systems be safety audited once every three years. Funding for the audit will be provided by DTC to MDOT under Contract 2005-0078. MDOT will make payments to APTA upon receipt of DTC's payments to MDOT. The cost of the safety audit will be \$50,160, to be made in three annual payments of \$16,720 each. The contract will be in effect from July 1, 2004, through June 30, 2007. Source of Funds: DTC Funds - \$50,160.

This contract is retroactive as the oversight responsibilities for the DPM were only recently transferred to MDOT from the Michigan Department of Consumer & Industry Services. Our first contact with the Detroit Transportation Corporation was in mid-November. A formal contractual process with the Detroit Transportation Corporation needed to be developed, which delayed implementation.

Purpose/Business Case: MDOT has state oversight responsibility for the DPM. As part of its oversight responsibility, MDOT must ensure that a safety audit of the DPM is conducted at least once every three years. This contract will provide for APTA to conduct the safety audit, in compliance with Federal Transit Administration (FTA) regulations.

Benefit: This contract will ensure that the DPM continues to be operated within applicable safety guidelines to provide safe transportation to its riders and safe working conditions for DPM employees involved in the operation and maintenance of the system.

Funding Source: DTC Funds - \$50,160.

Commitment Level: This is a fixed cost contract.

Risk Assessment: The risks of not having the audit performed or not fulfilling the oversight responsibilities are that MDOT would be noncompliant with the federal requirements and would risk losing federal funding for other projects.

Cost Reduction: The cost is established by APTA and is not negotiable.

Selection: Best Source. MDOT has state oversight responsibility for the DPM but lacks the expertise to perform the safety audit with its own personnel. The FTA requires that a safety audit of each fixed rail guideway system be performed once every three years. APTA is the industry-recognized expert in conducting such safety audits, and the

* Denotes a non-standard contract/amendment

FTA requires that any independent safety audits by state agencies meet APTA guidelines. APTA has also performed the safety audits of the DPM in the past (when oversight responsibility rested with the Michigan Department of Consumer & Industry Services). The APTA costs for performing the safety audit have been deemed reasonable by MDOT's Multi-Modal Transportation Services Bureau, and APTA's familiarity with the DPM system, personnel, and System Safety Program Plan makes APTA the most qualified to continue to perform the safety audits.

New Project Identification: This is a new project for MDOT. In previous years, the Michigan Department of Consumer & Industry Services had responsibility for this project.

Zip Code: 20006.

84-88. MULTI-MODAL - Rideshare

The following contracts between MDOT and the following agencies will provide federal funds to allow for the continuation of the local rideshare programs for portions of FY 2005 and FY 2006 under the FY 2005 Federal Congestion Mitigation and Air Quality Improvement Program. The following agencies will recruit people to use carpools and vanpools as alternative transportation modes to single-occupant vehicle work commute trips. This will reduce energy consumption, traffic congestion, air pollution, and parking problems while making our roadways safer by reducing the number of vehicles using them. The contract terms will be from April 1, 2005, through March 31, 2006. The total program amount will be \$253,300. Source of Funds: FY 2005 Federal Highway Administration Funds - \$253,300.

	<u>Contract</u>	<u>Agency</u>	<u>Amount</u>
84.	2005-0091	Ann Arbor Transportation Authority	\$42,800
85.	2005-0092	Interurban Transit Partnership	\$72,900
86.	2005-0093	City of Kalamazoo	\$32,800
87.	2005-0094	Southwestern Michigan Commission	\$34,800
88.	2005-0095	Genesee County Metropolitan Planning Commission	\$70,000

Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services.

Benefit: Will reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FY 2005 Federal Highway Administration Funds - \$253,300.

Commitment Level: Contract amounts are based on cost estimates.

Risk Assessment: The risks of not continuing the projects are the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: The agencies will accomplish program objectives using internal support staff for the design and production of all program materials.

Selection: N/A.

New Project Identification: These are not new projects but provide funding for the continuation of existing services from April 1, 2005, through March 31, 2006.

Zip Code: 48226.

89. *MULTI-MODAL - Michigan Rail Loan Assistance Program
Contract (2005-0138) between MDOT and the Adrian & Blissfield Rail Road Company (A&B) will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of 2.7 miles of track between mileposts 325.5 and 328.2. The project will improve track conditions on A&B's main line, which is consistent with the MiRLAP mission to preserve and improve freight rail infrastructure. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$212,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$171,000; Adrian & Blissfield Rail Road Company Funds - \$41,000.

Purpose/Business Case: This loan contract will provide the balance of funding needed for the rehabilitation of Adrian & Blissfield Rail Road Company's main line track between mileposts 325.5 and 328.2.

Benefit: The track is in poor condition and needs to be rehabilitated to reduce the possibility of a derailment, improve safety, and ensure the continued viability of the railroad. The project is in keeping with the intent of MiRLAP's mission to preserve and improve freight rail infrastructure.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$171,000; Adrian & Blissfield Rail Road Company Funds - \$41,000.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$171,000.

Risk Assessment: If the project is not undertaken, the track will continue to deteriorate, and the risk of derailment will continue to increase. This would be costly for the railroad and would interrupt service on Adrian & Blissfield Rail Road Company's main line.

Cost Reduction: The contract provides loan funding under MiRLAP for rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49228.

90. *MULTI-MODAL - Michigan Rail Loan Assistance Program
Contract (2005-0139) between MDOT and Davis Cartage Company will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of existing track, the construction of additional track, and the construction of a portion of a rail loading dock in Berrien County. This expansion will allow the Davis Cartage Company to deliver logistical services to its customers by transporting freight by both truck and rail at its Niles facility. The company will create six new full time jobs within the city of Niles; and it is anticipated that twelve to eighteen truck driving positions will be created within 100 miles of the facility. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$74,896. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$63,661; Davis Cartage Company Funds - \$11,235.

Purpose/Business Case: This contract will provide MiRLAP loan funding for the relocation of existing track, the construction of additional track, and the construction of a portion of a rail loading dock.

Benefit: By establishing rail service at Davis Cartage Company's Niles facility, the company can provide logistical services to its customers, who can benefit from the lower cost of shipping by rail and the ability to store product and to ship product out when it is needed by rail or by truck. Adding rail service will decrease long-haul truck traffic. The company will create six new full-time jobs in Niles and anticipates that additional business will create an additional twelve to eighteen truck driving positions within 100 miles of the facility. The company believes that the Niles location is well situated to draw business from the congested Chicago area into Michigan.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$63,661; Davis Cartage Company Funds - \$11,235.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$63,661.

Risk Assessment: If the project is not undertaken, it would result in the loss of an opportunity to develop a facility that accommodates both rail and truck transportation modes and provides warehousing capabilities. As such, it would result in the loss of economic growth and job creation to this area.

Cost Reduction: The contract provides loan funding under MiRLAP for rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48817.

91. *MULTI-MODAL - Michigan Rail Loan Assistance Program

Contract (2005-0140) between MDOT and the Detroit Connecting Railroad Company will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of existing track from mileposts 0.0 through 1.58. The project will help ensure continued rail service to existing shippers and improve safety by decreasing the possibility of derailment on a line that carries hazardous materials. The project is in keeping with MiRLAP's mission to preserve and improve freight rail infrastructure. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$111,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$90,000; Detroit Connecting Railroad Company Funds - \$21,000.

Purpose/Business Case: This loan contract will provide the balance of funding needed for the rehabilitation of the Detroit Connecting Railroad Company's track between mileposts 0.0 and 1.58.

Benefit: The track is in poor condition and needs to be rehabilitated to improve safety by reducing the possibility of a derailment on a line that carries hazardous materials. It will also help ensure the continued viability of the railroad. The project is in keeping with MiRLAP's mission to preserve and improve freight rail infrastructure.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$90,000; Detroit Connecting Railroad Company Funds - \$21,000.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$90,000.

Risk Assessment: If the project is not undertaken, the track will continue to deteriorate, which will increase the risk of derailment on a line that carries hazardous materials. The project will decrease the risk to public safety and ensure continued service on the Detroit Connecting Railroad Company's branch line.

Cost Reduction: The contract provides loan funding under MiRLAP for rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48185.

92. *MULTI-MODAL - Michigan Rail Loan Assistance Program
Contract (2005-0141) between MDOT and Streamline Foods, Inc., will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) to allow the company to reconfigure the track layout, install paved truck throughways, and improve lighting, electrical service and drainage at its Battle Creek facility. This project will increase rail shipments by 1,050 rail cars per year and will eliminate approximately 4,000 truckloads on Michigan roads. Four additional employees will be hired. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$448,570. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$381,284; Streamline Foods, Inc. Funds - \$67,286.

Purpose/Business Case: This contract will provide MiRLAP loan funding to increase the volume capacity of the Battle Creek transloading terminal by providing for the reconfiguration of the track layout and the installation of paved truck throughways within the yard. The project will provide for the installation of additional lighting, electrical service, and storm and sewer drains at the site.

Benefit: The project will preserve the long-term economic advantage inherent to the site. It will increase the facility's throughput by an additional 1,050 rail cars per year, which will eliminate approximately 4,000 trucks from Michigan highways. The upgraded terminal will become an efficient trans-loading facility and will likely be the low-cost option for sweetener suppliers to deliver their products to Michigan. The project will also create four new positions.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$381,284; Streamline Foods, Inc. Funds - \$67,286.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$381,284.

Risk Assessment: If the project is not undertaken, it will mean the loss of economic growth and job creation in the region.

Cost Reduction: The contract provides loan funding under MiRLAP for rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49014.

93. *MULTI-MODAL - Michigan Rail Loan Assistance Program
Contract (2005-0142) between MDOT and the Tuscola & Saginaw Bay Railway Company will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of existing track from mileposts 106 through 109. The project will improve service to existing shippers and improve safety by decreasing the possibility of derailment. The project is in keeping with MiRLAP's mission to preserve and improve freight rail infrastructure. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$291,704. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$247,948; Tuscola & Saginaw Bay Railway Company Funds - \$43,756.

Purpose/Business Case: This loan contract will provide the balance of funding needed for the rehabilitation of the Tuscola & Saginaw Bay Railway Company's track between M.P. 106 and M.P. 109.

Benefit: This section of track is a segment of the railroad's main line track near Owosso and is located in a residential neighborhood. The track is in poor condition; rehabilitation will improve safety by reducing the possibility of a derailment on a line that handles hazardous materials. It will also help ensure the continued viability of the railroad and ensure continued rail service to its agricultural customers. The project is in keeping with MiRLAP's mission to preserve and improve freight rail infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$247,948; Tuscola & Saginaw Bay Railway Company Funds - \$43,756.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$247,948.

Risk Assessment: If the project is not undertaken, the track will continue to deteriorate, which will increase the risk of derailment. Undertaking the project will decrease the risk to public safety and ensure continued service on the Tuscola & Saginaw Bay Railway Company's main line.

Cost Reduction: The contract provides loan funding under MiRLAP for rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48867.

94. *MULTI-MODAL - Michigan Rail Loan Assistance Program

Contract (2005-0143) between MDOT and Superior Corn Products, LLC, will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of a portion of two turnouts and a portion of three spur tracks to provide rail service for an ethanol production facility to be built in Woodland Township, Barry County. It will also help to pay for a rail scale to be used at the site. The production facility will provide full-time employment for 34 people. By the third year of operation, the company expects to use 2,000 rail cars to ship raw materials and product. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$595,625. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$506,281; Superior Corn Products, LLC, Funds - \$89,344.

Purpose/Business Case: This contract will provide MiRLAP loan funding for the construction of a portion of two turnouts and a portion of three spur tracks for an ethanol production facility to be built in Woodland Township, Barry County; it will also help pay for a "legal for trade" rail scale to be used at the site.

Benefit: The project will provide Superior Corn Products, LLC, with rail access to the ethanol production facility, which is essential in providing an additional means of transporting goods to and from the facility. The ethanol production facility is expected to create 34 new permanent full-time jobs at the facility and an unknown number of spin-off jobs. (There will also be an additional 125 construction jobs while the plant is under construction.)

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$506,281; Superior Corn Products, LLC, Funds - \$89,344.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$506,281.

Risk Assessment: If the project is not undertaken, an essential component of the transportation infrastructure - rail freight service - will be missing. This could jeopardize the economic growth and job creation opportunities associated with the construction of a new production facility.

Cost Reduction: The contract provides loan funding under MiRLAP for infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48849.

95. *MULTI-MODAL - Economic Development

Contract (2005-0147) between MDOT and Davis Cartage Company will provide for financial assistance in the form of a loan for the relocation of 430 feet of existing track and the construction of 298 feet of new track and a loading dock area for the improvement of rail freight transportation and the promotion of economic development in the city of Niles, Berrien County. This project will allow for the expansion at the Davis Cartage Company, a transportation and warehouse company, for the transportation of freight by both rail and truck. This project will provide for the creation of six new full time jobs within the city of Niles. The additional business will create 18 to 24 truck driving positions. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project amount will be \$133,043.58. MDOT will loan Davis Cartage Company \$66,521.79 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Davis Cartage Company meets its commitment to ship and/or receive sixty rail carloads of freight annually. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$66,521.79; Davis Cartage Company Funds - \$66,521.79.

Purpose/Business Case: The contract will provide financial assistance for the relocation of 430 feet of existing track and the construction of 298 feet of new track and a loading dock area at the Davis Cartage Company facility for the purpose of transporting freight by both rail and truck.

Benefit: This project will allow for the expansion at the Davis Cartage Company for the transportation of freight by both rail and truck. The direct benefits to the public will be the creation of up to six new jobs within the city of Niles. The additional business will create up to 24 truck driving positions within 100 miles of the facility.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$66,521.79; Davis Cartage Co. Funds - \$66,521.79.

Commitment Level: The contract amount is based on an estimate from the applicant and serving carrier.

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

Cost Reduction: Work will be competitively bid by Davis Cartage Company and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: New construction project.

Zip Code: 49120.

96. *MULTI-MODAL - Economic Development

Contract (2005-0148) between MDOT and Superior Corn Products, LLC (SCP), will provide for financial assistance in the form of a loan for the construction of three spur tracks and two turnouts for the improvement of rail freight transportation and the promotion of economic development in Woodland Township, Barry County. This project will provide SCP with rail access to the newly built ethanol production plant. The construction of this facility is anticipated to provide jobs to approximately 125 people, and the production facility will create 34 full time jobs. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project amount will be \$698,000. MDOT will loan SCP \$349,000 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if SCP meets its commitment to ship and/or receive 850 rail carloads of freight annually. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$349,000; SCP, LLC, Funds - \$349,000.

Purpose/Business Case: The contract will provide financial assistance for the construction of three spur tracks and two turnouts to serve an ethanol production facility.

Benefit: This project will provide rail access to the newly built ethanol production facility. The direct benefits to the public will be the creation of up to 125 construction jobs and 34 full time jobs in Woodland Township.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$349,000; Superior Corn Products, LLC, Funds - \$349,000.

Commitment Level: The contract amount is based on an estimate from the applicant.

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

Cost Reduction: Work will be competitively bid by Superior Corn Products, LLC, and will be awarded to the lowest bidder.

Selection: N/A.

New Project Identification: New construction project.

Zip Code: 48849.

97. *MULTI-MODAL - Michigan Rail Loan Assistance Program

Contract (2005-0149) between MDOT and The Andersons, Inc., will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the expansion of its existing rail infrastructure at The Andersons, Inc., White Pigeon location by allowing the construction of three additional spur lines. The project is expected to increase loaded car moves by 650 per year. The contract term, including the loan payback period of five years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$517,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$387,750; The Andersons, Inc., Funds - \$129,250.

Purpose/Business Case: This contract will provide MiRLAP loan funding for the construction of three additional rail spurs at The Andersons' existing facility in White Pigeon. (MDOT is participating on work items related to adding a signaled switch to Norfolk Southern Railway Company's main line, construction of lead track, yard track, and turnouts.)

Benefit: The project will help to support job retention at The Andersons facility in White Pigeon and help to ensure the continued viability of the railroad line.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$387,750; The Andersons, Inc. Funds - \$129,250.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$387,750.

Risk Assessment: If the project is not undertaken, The Andersons would lose an opportunity to ensure job retention at its facility in White Pigeon and, by increasing rail traffic, contribute to rail line viability, which is essential to the region's agricultural business.

Cost Reduction: The contract provides loan funding under MiRLAP for infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49099.

98. *MULTI-MODAL - Michigan Rail Loan Assistance Program
Retroactive Contract (2005-0155) between MDOT and the Lake State Railway Company (LSRC) will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the emergency replacement of the LSRC railroad bridge over the Au Sable River near Oscoda. On February 11, 2005, LSRC's railroad bridge over the Au Sable River on the Huron Subdivision near Oscoda collapsed due to a derailment. In the interest of public safety and environmental concerns, the railroad determined emergency action was required and took steps to clear the derailment and remove the collapsed bridge structure. LSRC also authorized the reconstruction of the railroad bridge and deck work. The bridge was back in service on February 25, 2005. The bridge is essential for commerce; without it, there can be no rail traffic north of the Au Sable River which would leave two of the largest employers in Alpena without rail service and would result in plant closure and layoffs. The contract term, including the loan payback period of ten years, will begin on February 12, 2005, and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$857,869. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$500,000; Lake State Railway Company Funds - \$357,869.

Purpose/Business Case: On February 11, 2005, Lake State Railway Company's (LSRC's) railroad bridge over the Au Sable River on the Huron Subdivision near Oscoda collapsed due to a derailment. In the interest of public safety and environmental concerns, the railroad determined emergency action was required and took steps to clear the derailment and remove the collapsed bridge structure. LSRC also authorized the reconstruction of the railroad bridge and deck work. The bridge was back in service on February 25, 2005. This contract will provide MiRLAP loan funding to help LSRC pay for the reconstruction of the railroad bridge.

Benefit: This project is essential to the continuation of freight rail service to businesses north of the Au Sable River near Oscoda. This includes service to two major employers - LaFarge and Glawe - in Alpena.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$500,000; Lake State Railway Company Funds - \$357,869.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$500,000.

Risk Assessment: If the reconstruction of the bridge did not take place, rail service would have been severed to industries north of the Au Sable River. The companies would not be able to continue to operate successful business enterprises.

Cost Reduction: The contract provides loan funding under MiRLAP for rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48730.

99. *MULTI-MODAL (Aeronautics) - Time Extension
Amendatory Contract (2002-0345/A2) between MDOT and the Capital Region Airport Authority (CRAA) will extend the contract term by seventeen years to allow sufficient time for the contractor to complete the construction of the west and east hangar taxiways and 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 the terminal baggage claim area and for the design and construction of the west and east hangar taxiways at the Capital City Airport in Lansing, Michigan. The revised contract term will be April 8, 2002, through April 7, 2022. The contract amount remains unchanged at \$5,273,000. Source of Funds: FAA Funds - \$4,608,000; State Restricted Aeronautics Funds - \$256,000 CRAA Funds - \$409,000.

Purpose/Business Case: To allow sufficient time for the contractor to complete the construction of the west and east hangar taxiways. The contractor on this project was found in default, which has delayed the project. The surety company has taken over and is working toward completing the project and addressing final work items. 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 extension will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: FAA Funds - \$4,608,000; State Restricted Aeronautics Funds - \$256,000; CRAA Funds - \$409,000; Contract Total - \$5,273,000.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project cannot be completed, and a new retroactive contract would be required.

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

Selection: N/A.

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

Zip Code: 48906.

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

Amendatory Contract (2004-0307/A1) between MDOT and the Northwestern Regional Airport Commission (NRAC) will increase the contract amount by \$1,984 due to higher than anticipated communication equipment costs. The original contract provides for a wireless communication network to integrate with the new south air carrier terminal access control system and for a new repeater system to improve mobile-to-mobile radio communication at the Cherry Capital Airport in Traverse City, Michigan. The contract term remains unchanged, June 24, 2004, through June 23, 2007. The revised contract amount will be \$61,984. Source of Funds:

	<u>Previous</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$30,000	\$ 992	\$30,992
NRAC Funds	\$30,000	\$ 992	\$30,992
Total	<u>\$60,000</u>	<u>\$1,984</u>	<u>\$61,984</u>

Purpose/Business Case: To provide for higher than anticipated communication equipment costs. Project costs were based on estimates and the bids came in higher than estimated.

Benefit: Will provide the additional funds needed to purchase the new system. The new system will enhance the security of the airport.

Funding Source: State Restricted Aeronautics Funds - \$30,992; NRAC Funds - \$30,992; Contract Total - \$61,984.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, the communication system could not be purchased, as the local sponsor cannot afford the cost without state participation. The current system is not sufficient to meet the needs of the airport.

Cost Reduction: Project costs were reviewed by MDOT personnel for further cost reductions.

Selection: N/A.

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

Zip Code: 49686.

101. MULTI-MODAL (Aeronautics) – Installation of Automated Weather Observation System
Contract (2005-0069) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the installation of an Automated Weather Observation System (AWOS) at the Livingston County Airport in Howell, 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 \$100,000. Source of Funds: FAA Funds (via block grant) - \$95,000; State Restricted Aeronautics Funds - \$2,500; Livingston County Funds - \$2,500.

Purpose/Business Case: The AWOS is an electronic system with sensors that measures several weather conditions and reports them through the Internet and telephone connections.

Benefit: The system will provide essential weather data to pilots for flight decisions and to the National Weather Bureau for its coverage of weather conditions across the country.

Funding Source: FAA Funds (via block grant) - \$95,000; State Restricted Aeronautics Funds - \$2,500; Livingston County Funds - \$2,500; Contract Total - \$100,000.

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: Project costs will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

Selection: N/A.

New Project Identification: This is for installation of new electronic equipment.

Zip Code: 48855.

102. MULTI-MODAL (Aeronautics) - Flight Information Display System
Contract (2005-0107) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for the replacement of the flight information display system at the Bishop International Airport in Flint, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. 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 \$305,000. Source of Funds: FAA Funds (via block grant) - \$289,750; State Restricted Aeronautics Funds - \$7,625; BIAA Funds - \$7,625.

Purpose/Business Case: The project includes the replacement of the flight information display system (FIDS) with a new panel-style monitor. Other security improvements will be formulated by the Homeland Security Administration.

Benefit: The security improvements will enhance the safety and security of the airport as well as meet the requirements of the Homeland Security Administration.

Funding Source: FAA Funds (via block grant) - \$289,750; State Restricted Aeronautics Funds - \$7,625; BIAA Funds - \$7,625; Contract Total - \$305,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

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. A delay in the project could prompt a citation by the federal compliance officer for the airport.

Cost Reduction: All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This security project will replace current systems and existing equipment.
Zip Code: 48507.

MULTI-MODAL (Aeronautics) – Aircraft Rescue Fire Fighting Training

Contract (2005-0144) between MDOT and the Muskegon County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Muskegon County Airport in Muskegon, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: Will provide increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The state provides \$5,500 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 49441.

103. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2005-0156) between MDOT and the Houghton County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Houghton County Funds - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging the use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Source of Funds: State Restricted Aeronautics Funds - \$25,000; Houghton County Funds - \$2,778. Contract Total - \$27,778.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished, as the local airport sponsor cannot afford the cost without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these projects. Since that time, grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: This is a new project under the Air Service Program.
Zip Code: 49913.

104. *MULTI-MODAL (Aeronautics) - State Block Grant from FAA

Contract (2005-0157) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 95 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$20,007,722. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or April 2015, whichever is later.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100 percent FAA funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 95 percent FAA funds with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

Cost Reduction: The grant amount is not negotiable.

Selection: N/A.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

105. MULTI-MODAL (Aeronautics) - Site Preparation for Hangar Relocation

Contract (2005-0160) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for site preparation for the relocation of the northeast hangar (Phase 2, Part D) at the Livingston County Airport in Howell, 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 in order 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 \$625,000. Source of Funds: FAA Funds (via block grant) - \$593,750; State Restricted Aeronautics Funds - \$15,625; Livingston County Funds - \$15,625.

Purpose/Business Case: The project includes site preparation for the relocation of the northeast hangar (Phase 2, Part D), which is necessary in order to make room for the relocation of runway 13/31.

Benefit: Relocating the hangars will make way for the runway relocation project. The community will benefit from the relocated runway in that the airport will be able to accommodate larger business aircraft and heavier airport traffic.

Funding Source: FAA Funds (via block grant) - \$593,750; State Restricted Aeronautics Funds - \$15,625; Livingston County Funds - \$15,625; Contract Total - \$625,000.

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 construction was bid through MDOT and awarded to the lowest bidder. There were fifteen bidders.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is Phase 2 of an existing project.

Zip Code: 48855.

106. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update and Obstruction Survey

Contract (2005-0161) between MDOT and the City of Plainwell will provide state grant funds for the update of the airport layout plan (ALP) and for the undertaking of an obstruction survey 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 \$31,000. Source of Funds: State Restricted Aeronautics Funds - \$27,900; City of Plainwell Funds - \$3,100.

Purpose/Business Case: To provide for the update of the airport layout plan (ALP) and for an obstruction survey.

Benefit: The updated ALP document will meet current Federal Aviation Administration standards and requirements. The obstruction survey will identify buildings, trees, or other objects that may be in the pilots approach when landing or taking off from the airport runways. This information will be used in the update of the ALP.

Funding Source: State Restricted Aeronautics Funds - \$27,900; City of Plainwell Funds - \$3,100; Contract Total - \$31,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without state participation. In addition, the local sponsor would be in noncompliance with federal regulations.

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

Selection: N/A.

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

Zip Code: 49080.

107. MULTI-MODAL (Aeronautics) - Design of Runway Extension; Land Reimbursement

Contract (2005-0165) between MDOT and the Muskegon County Board of Commissioners will provide federal and state grant funds for the design of the extension of runway 32 and for the reimbursement of land acquisition costs at the Muskegon County Airport in Muskegon, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. 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 \$1,052,632. Source of Funds: FAA Funds - \$1,000,000; State Restricted Aeronautics Funds - \$26,316; Muskegon County Funds - \$26,316.

Purpose/Business Case: To provide the engineering plans for the extension of runway 32. The plans will be used for contract bids next year. The project will also provide reimbursement of funds expended by the Muskegon County for land acquisition costs.

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

Funding Source: FAA Funds - \$1,000,000; State Restricted Aeronautics Funds - \$26,316; Muskegon County Funds - \$26,316; Contract Total - \$1,052,632.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for cost reductions and appropriateness.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 49441.

108. MULTI-MODAL (Aeronautics) - Site Preparation and Construct of Building

Contract (2005-0167) between MDOT and the City of Charlevoix will provide federal and state grant funds for site preparation and the construction of a building to house snow removal vehicles at the Charlevoix Municipal Airport in Charlevoix, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. 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 \$1,456,000. Source of Funds: FAA Funds - \$1,383,200; State Restricted Aeronautics Funds - \$36,400; City of Charlevoix Funds - \$36,400.

Purpose/Business Case: To provide for site preparation and the construction of a building to house snow removal vehicles.

Benefit: The building will provide storage for snow removal vehicles and associated material (sand).

Funding Source: FAA Funds - \$1,383,200; State Restricted Aeronautics Funds - \$36,400; City of Charlevoix Funds - \$36,400; Contract Total - \$1,456,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49720.

109. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2005-0168) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for the expansion of the terminal building and baggage claim area at the Bishop International Airport in Flint, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. 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 \$6,423,000. Source of Funds: FAA Funds - \$6,101,850; State Restricted Aeronautics Funds - \$160,575; BIAA Funds - \$160,575.

Purpose/Business Case: The expansion will provide for the extension of the terminal building and the addition of two baggage claim carousels.

Benefit: The airport has experienced a 20-30 percent increase in passengers in the last three years. The project will allow the airport to keep pace with the demand.

Funding Source: FAA Funds - \$6,101,850; State Restricted Aeronautics Funds - \$160,575; BIAA Funds - \$160,575; Contract Total - \$6,423,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

Selection: N/A.

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

Zip Code: 48507.

110. MULTI-MODAL (Aeronautics) - Construction of a Building; Purchase of Equipment

Contract (2005-0170) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide federal and state grant funds for the construction of a building to house aircraft rescue and fire fighting (ARFF) equipment (Phase II) and for the purchase of snow removal equipment (sweeper and snow plow with sander) at the Cherry Capital Airport in Traverse City, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. 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 \$1,427,000. Source of Funds: FAA Funds - \$1,355,650; State Restricted Aeronautics Funds - \$35,675; NRAC Funds - \$35,675.

Purpose/Business Case: The project will provide for the replacement of worn out snow removal equipment. FAA regulations call for maximum snow clearance for critical pavements and require that equipment perform at a specified level. The service life for this type of equipment is approximately ten years. The ARFF building will replace the old building, which is being relocated to a more centrally located place on the airport.

Benefit: The new snow removal equipment will reduce the maintenance costs and clear snow more timely. The new position of the ARFF building will reduce response times, which are set by the FAA.

Funding Source: FAA Funds - \$1,355,650; State Restricted Aeronautics Funds - \$35,675; NRAC Funds - \$35,675; Contract Total - \$1,427,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

Selection: N/A.

New Project Identification: The work items will replace existing facilities and equipment.

Zip Code: 49686.

111. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2005-0171) between MDOT and the Kent County Aeronautics Board will provide federal and state grant funds for the rehabilitation and extension of the northern aprons, the replacement of a taxiway, and upgrades to taxiways F, G, and H at the Gerald R. Ford International Airport in Grand Rapids, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. 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 \$6,612,000. Source of Funds: FAA Funds - \$6,281,400; State Restricted Aeronautics Funds - \$165,300; Kent County Aeronautics Board Funds - \$165,300.

Purpose/Business Case: The apron and taxiway pavements are in need of rehabilitation, which will include removing the existing pavement and replacing with a thicker pavement section. The new apron will be an extension of the existing northern apron. The new taxiway will replace the existing taxiway that cuts through the northern apron.

Benefit: The rehabilitation and new pavement will bring the pavement condition to excellent status. In addition, the pavement will be strengthened to allow for the increase in corporate jet traffic. The new taxiway will allow for more aircraft parking.

Funding Source: FAA Funds - \$6,281,400; State Restricted Aeronautics Funds - \$165,300; Kent County Aeronautics Board Funds - \$165,300; Contract Total - \$6,612,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

Selection: N/A.

New Project Identification: Approximately 29 percent of the project will be new construction and 71 percent will be rehabilitation.

Zip Code: 49512.

112. MULTI-MODAL (Aeronautics) - Site Preparation

Contract (2005-0174) between MDOT and the Kalamazoo County Board of Commissioners will provide federal and state grant funds for site preparation for the construction of a terminal building at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. 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 \$5,112,811. Source of Funds: FAA Funds - \$2,768,500; State Restricted Aeronautics Funds - \$72,853; Kalamazoo County Funds - \$2,271,458.

Purpose/Business Case: The site preparation will include removing existing building, pavements, and other obstructions to provide for the future construction of a new terminal building, entrance road, parking lot, and utilities.

Benefit: The current terminal building is no longer adequate to meet the security needs and passenger demands of the airport. The proposed new terminal building is more cost effective than expanding and remodeling the old building.

Funding Source: FAA Funds - \$2,768,500; State Restricted Aeronautics Funds - \$72,853; Kalamazoo County Funds - \$2,271,458; Contract Total - \$5,112,811.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

Selection: N/A.

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

Zip Code: 49002.

113. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0176) between MDOT and the Capital Region Airport Authority (CRAA) will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Capital City Airport in Lansing, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 48906.

114. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0177) between MDOT and the Delta County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 49829.

115. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0178) between MDOT and the Bishop International Airport Authority (BIAA) will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Bishop International Airport in Flint, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 48507.

116. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0180) between MDOT and the Kalamazoo County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.
Selection: N/A.
New Project Identification: This is a new project under the ARFF Training Program.
Zip Code: 49002.

117. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0181) between MDOT and the Marquette County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Sawyer International Airport in Marquette, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 49841.

118. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0182) between MDOT and the County of Oakland will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 48327.

119. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0183) between MDOT and the MBS International Airport Commission will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 48623.

120. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0184) between MDOT and the Northwestern Regional Airport Commission will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 49686.

121. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0185) between MDOT and the Dickinson County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 49801.

122. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0186) between MDOT and the Gogebic County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Gogebic Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 49938.

123. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0187) between MDOT and the City of Battle Creek will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 49015.

124. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0188) between MDOT and the Emmet County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 49769.

125. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0189) between MDOT and the Economic Development Corporation of Chippewa County will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile aircraft rescue and fire fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefit of the training will be increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project under the ARFF Training Program.

Zip Code: 49788.

126. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z23) issued under Master Planning Agreement (2003-0006) between MDOT and the Macatawa Area Coordinating Council will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This project will increase awareness and expansion of the Ozone Action Day Program in the Holland Metropolitan Area. This authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$40,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% Macatawa Area Coordinating Council Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135, 23 CFR 450.100 - 450.336, 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

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

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% Macatawa Area Coordinating Council Funds.

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

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

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

Selection: N/A.

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

Zip Code: 49424.

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48141.

128.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503003	\$ 24,833,175.48	\$ 24,870,410.02
	PROJECT BI04 41024-45271, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 11, 2005		
	COMPLETION DATE - SEPTEMBER 20, 2007		0.15 %

2.120 mi of concrete reconstruction, ramp extensions, interchange construction including (5) five new structures, temporary median and ramp crossovers, ramp work and constructing a wetland mitigation bank on I-96 from 28th Street to Thornapple Drive, new interchange at 36th Street, in Cascade Township, Kent County.

BIDDER	ORIGINAL A	AS-CHECKED A	
Kamminga & Roodvoets/Ajax Paving	\$ 24,870,410.02	Same	1 **
Maclean Construction Company	\$ 24,156,294.80	Same	2
Diversco Construction Company	\$ 26,040,721.60	Same	3
Dykema Excavators, Inc.			
M & M Excavating Co., Inc.			
John Carlo, Inc.			
Six-S, Inc.			
Walter Toebe Construction Co.			
Hardman Construction, Inc.			
Milbocker and Sons, Inc.			
Bernie Johnson Trucking, Inc.			
Anlaan Corporation			
Fisher Contracting Company			
C.A. Hull Co., Inc.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
Kamminga & Roodvoets/Ajax Paving	\$ 25,878,410.02	Same	1 **
Maclean Construction Company	\$ 27,222,294.80	Same	2
Diversco Construction Company	\$ 28,980,721.60	Same	3
Dykema Excavators, Inc.			
M & M Excavating Co., Inc.			
John Carlo, Inc.			
Six-S, Inc.			
Walter Toebe Construction Co.			
Hardman Construction, Inc.			
Milbocker and Sons, Inc.			
Bernie Johnson Trucking, Inc.			
Anlaan Corporation			
Fisher Contracting Company			
C.A. Hull Co., Inc.			

3 Bidders

* Denotes a non-standard contract/amendment

NOTE: The ORIGINAL A+Lane Rental bid amount is used to determine the low bidder.

The ORIGINAL A bid amount reflects the actual contract price.

Purpose/Business: This project consists of a new interchange at I-96 and 36th Street and related wetland mitigation in Kent County. This project will provide new major access to Ford Airport and the Grand Rapids urban area. This project will correct operational and safety problems associated with airport traffic utilizing existing routes to access the airport.

Benefit: The construction of this new interchange will improve traffic flow and facilitate safety. The initial maintenance costs will be reduced on I-96 within the project limits. There should be a significant economic benefit to the area with improved access to the international airport. Additionally, maintenance costs should be reduced on other access routes to the airport with traffic being diverted to the new interchange.

Funding Source:

45271A		
State Restricted Trunkline Funds	100	%
75303A		
State Restricted Trunkline Funds	100	%
77893A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%

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

Risk Assessment: The relationships with the communities in western Michigan and Ford Airport may be compromised. They are anticipating the completion of this new interchange as announced. Also, the economic benefit to the area will not be realized if this project is not completed.

Cost Reduction: With the construction of this new interchange, initial maintenance costs will be greatly reduced along this corridor. Our customers will benefit with greatly reduced user delay costs associated existing access routes to the airport.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 49546.

129.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503004	\$ 4,253,597.83	\$ 2,914,891.28
	PROJECT MG 11053-72819		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 12, 2005		
	COMPLETION DATE - JUNE 30, 2006		-31.47 %

Bridge rehabilitation including structural, mechanical and electrical work on M-63 over the St. Joseph River in the city of St. Joseph, in St. Joseph Township, Berrien County.

* Denotes a non-standard contract/amendment

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company	\$ 2,914,891.28	Same	1 **
Ferndale Electric Company Inc.	\$ 3,539,938.12	Same	2
Severance Electric Co., Inc.	\$ 4,103,075.69	Same	n/c
Aldridge Electric, Inc.			
DVT Electric, Inc.			
Rauhorn Electric, Inc.			

3 Bidders

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

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

Funding Source:

72819A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49085.

130.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503005	\$ 4,511,824.93	\$ 5,024,651.11
	PROJECT ANH 75061-57786		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2005		11.37 %

22.37 mi of hot mix asphalt base crushing and shaping, resurfacing, culvert extensions, and guardrail upgrades on M-28, including (7) seven structures from the Alger/Schoolcraft County line easterly to the Schoolcraft/Luce County line, in Hiawatha and Seney Townships, Schoolcraft County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Payne & Dolan, Inc.	\$ 5,024,651.11	Same	1 **
Bacco Construction Company	\$ 5,503,962.52	Same	2
H & D, Inc.			

2 Bidders

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

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

Funding Source:

57786A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49883.

131. LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0503006	\$ 20,970,548.82	\$ 20,263,823.29
PROJECT BHN 33035-51771, ETC		
LOCAL AGRMT. 04-5556, 04-5557		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 01, 2006		-3.37 %

12.89 mi of rubblizing and hot mix asphalt overlay, concrete pavement restoration, hot mix asphalt shoulders, guardrail upgrade, and bridge rehabilitation on 12 structures on US-127 from south of M-36 (Cedar Street) to north of I-96 and from Trowbridge Road to I-69 in the cities of Mason, Lansing and East Lansing, in the townships of Vevay, Alaiedon, Delhi, Lansing and DeWitt, Ingham and Clinton Counties.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 20,263,823.29	Same	1 **
Michigan Paving & Materials Co.	\$ 20,617,310.25	Same	2
Aggregate Industries-Central Region	\$ 22,981,773.27	Same	3
Central Asphalt, Inc.			

3 Bidders

* Denotes a non-standard contract/amendment

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

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

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

Funding Source:

51771A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
56960A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
60540A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
79758A		
	City of East Lansing	0.17 %
	Federal Highway Administration Funds	81.85 %
	City of Lansing	0.13 %
	State Restricted Trunkline Funds	17.85 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48854.

132.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503027	\$ 6,100,273.07	\$ 5,705,933.12
	PROJECT AIM 49025-75291		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 28, 2005		-6.46 %

1.260 mi of freeway reconstruction and realignment including reconstruction of six ramps, hot mix asphalt pavement and shoulders with concrete median barrier, freeway lighting, freeway signing, guardrail and pavement markings, ditching and temporary crossover construction on I-75, from south of US-2, under US-2, over Portage Street to north of Portage Street, in the city of St. Ignace, Moran Township, Mackinac County.

* Denotes a non-standard contract/amendment

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
M & M Excavating Co., Inc.	\$ 5,705,933.12	Same	1 **
Bacco Construction Company	\$ 6,865,267.68	Same	2
Cordes Excavating, Inc.			
DeAngelis Landscape, Inc.			
Oberstar, Inc.			
Snowden, Inc.			
H & D, Inc.			
Fisher Contracting Company			
A. Lindberg & Sons, Inc.			
Lee Wood Contracting, Inc.			
Manigg Enterprises, Inc.			
MDC Contracting, LLC			

2 Bidders

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

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

Funding Source:

75291A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49781.

133.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503032	\$ 3,837,355.87	\$ 3,613,619.52
	PROJECT ST 41031-75083, ETC		
	LOCAL AGRMT. 05-5015		% OVER/UNDER EST.
	START DATE - MAY 02, 2005		
	COMPLETION DATE - SEPTEMBER 23, 2005		-5.83 %

4.337 mi of hot mix asphalt cold milling and resurfacing, safety upgrades, signal work on M-37 from south of 108th Street to 76th Street, add center left turn lanes on M-37 at 100th Street and from Higley Street to Glengarry Drive, add new park and ride lot at the M-6/M-37 interchange in the village of Caledonia, in Caledonia Township, Kent County.

10.00 % DBE participation required

* Denotes a non-standard contract/amendment

BIDDER	AS-READ	AS-CHECKED	
Kalin Construction Co., Inc.	\$ 3,613,619.52	Same	1 **
Diversco Construction Company	\$ 3,772,120.94	Same	2
Kamminga & Roodvoets, Inc.	\$ 4,039,916.57	Same	3
C & D Hughes, Inc.	\$ 4,152,569.85	Same	4
Milbocker and Sons, Inc.	\$ 4,382,516.47	Same	5
Dykema Excavators, Inc.	\$ 4,469,374.93	Same	6
Schippers Excavating, Inc.	\$ 4,888,292.60	Same	7
Velting Contractors, Inc.			
Nagel Construction, Inc.			
Nashville Construction Company			

7 Bidders

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

Purpose/Business Case: This project is a combination of two programs: (1) MDOT's Road Preservation Program - provided as an effort to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition, (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

Benefit: These programs provide benefits for road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

Funding Source:

75083A		
Village of Caledonia	3.11 %	
Federal Highway Administration Funds	79.31 %	
State Restricted Trunkline Funds	17.58 %	
79568A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
79574A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
79895A		
State Restricted Trunkline Funds	100 %	

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and reconstruction.

Zip Code: 49316.

quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

59277A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
59281A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
77560A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
79627A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48197.

136.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503036	\$ 2,332,401.54	\$ 2,329,885.18
	PROJECT STE 46082-73828, ETC		
	LOCAL AGRMT. 04-5549, 05-5061		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 16, 2005		-0.11 %

0.72 mi of hot mix asphalt cold milling and resurfacing, concrete curb and gutter, storm sewer, signing and signals upgrade, street lighting and landscaping, on M-50 from west city limits of Tecumseh to Sunset Street, in the city of Tecumseh, Lenawee County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C & D Hughes, Inc.	\$ 2,329,885.18	Same	1 **
Kalin Construction Co., Inc.	\$ 2,393,751.21	Same	2
Nashville Construction Company	\$ 2,449,853.06	Same	3
Bailey Excavating, Inc.	\$ 2,461,312.96	Same	4
Brady Sand & Gravel, Inc.	\$ 2,548,265.32	Same	5
Eastlund Concrete Construction, Inc.			
Michigan Paving & Materials Co.			
Milbocker and Sons, Inc.			
L.J. Construction, Inc.			

5 Bidders

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

* Denotes a non-standard contract/amendment

Purpose/Business Case: This project is supported by three programs: The Traffic and Safety Program to preserve the integrity of MDOT's safety assets and address spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments; The Road Preservation Program to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition; and the Transportation Enhancement Program, included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects. Treatments provided in this project will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

73828A		
	Federal Highway Administration Funds	32.67 %
	State Restricted Trunkline Funds	10.89 %
	City of Tecumseh	56.44 %
76814A		
	Federal Highway Administration Funds	43.28 %
	City of Tecumseh	56.72 %
79901A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety (a greater risk of accidents and injuries by not implementing the recommended safety treatments), increased vehicle maintenance and operational costs to the motoring public, and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and motorists operating costs with increased safety, efficiency, and capacity. It also reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation, reconstruction, and enhancement.

Zip Code: 49286.

137.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503037	\$ 1,947,789.94	\$ 1,712,799.80
	PROJECT BHT 11015-78746		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 16, 2005		
	COMPLETION DATE - SEPTEMBER 23, 2005		-12.06 %

* Denotes a non-standard contract/amendment

Joint replacement, pin and hanger replacement, painting and structural steel repair on six structures, on I-196, I-94 and Jean Klock Road, in the city of Benton Harbor, Lincoln and Hagar Townships, Berrien County.

3.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Icarus Industrial Painting & Contr	\$ 1,712,799.80	Same	1 **
L. W. Lamb, Inc.	\$ 1,737,146.20	Same	2
J. Slagter & Son Construction Co.	\$ 1,829,102.93	Same	3
Midwest Bridge Company	\$ 1,843,718.92	Same	4
Anlaan Corporation	\$ 1,975,031.48	Same	5
Abhe & Svoboda, Inc.	\$ 2,866,850.00	Same	6
Atsalis Brothers Painting Co.			
Walter Toebe Construction Co.			
Hardman Construction, Inc.			
Seaway Painting L.L.C.			
Hebert Construction Company			
C.A. Hull Co., Inc.			
Northern Indiana Construction Co.			
Progress Company			

6 Bidders

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

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

Funding Source:

78746A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49127.

138. LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0503038	\$ 1,508,118.79	\$ 1,767,271.54
PROJECT NH 61075-60430		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - MAY 09, 2005		
COMPLETION DATE - OCTOBER 28, 2005		17.18 %

* Denotes a non-standard contract/amendment

5.277 mi of hot mix asphalt overlay with concrete pavement on US-31 from Fruitvale Road northerly to Winston Road in Montague and Grant Townships, Muskegon and Oceana Counties.

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,767,271.54	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,773,875.94	Same	2
Omans Contracting, Inc.	\$ 2,090,901.00	Same	3
Aggregate Industries-Central Region			

3 Bidders

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

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

Funding Source:

60430A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49337.

139. LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0503039	\$ 2,021,278.07	\$ 2,357,152.16
PROJECT NH 32031-53335		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - MAY 02, 2005		
COMPLETION DATE - SEPTEMBER 19, 2006		16.62 %

5.85 mi of two-course hot mix asphalt overlay, joint repair, shoulders and widening, on M-53 (Van Dyke Road) from south of Popple Road northeasterly to east of Outer Drive in the city of Bad Axe, in Sheridan and Colfax Townships, Huron County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 2,357,152.16	Same	1 **
Pyramid Paving & Contracting	\$ 2,416,253.65	Same	2

2 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.
Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

53335A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48413.

140.	LETTING OF MARCH 04, 2005 PROPOSAL 0503040 PROJECT BI04 58052-53210 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 30, 2005	ENG. EST. \$ 3,562,777.37	LOW BID \$ 4,236,031.00	% OVER/UNDER EST. 18.90 %
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7.1 mi of cold milling and resurfacing, crown correction, minor widening for left turn lane, partial culvert removals and culvert extensions on US-24 (Telegraph Road) from Luna Pier to Dunbar Road, in Erie, LaSalle and Monroe Townships, Monroe County.

BIDDER	AS-READ	AS-CHECKED	
C & D Hughes, Inc.	\$ 4,236,031.00	Same	1 **
Gerken Paving, Inc.	\$ 4,476,809.44	Same	2
Cadillac Asphalt, LLC.	\$ 4,497,581.87	Same	3
Ajax Paving Industries, Inc.	\$ 5,852,869.25	Same	4
Tony Angelo Cement Construction Co.			
Barrett Paving Materials, Inc.			
Six-S, Inc.			
Florence Cement Company			
Angelo Iafrate Construction Company			
Peter A. Basile Sons, Inc.			
ABC Paving Company			
Kelcris Corporation			

* Denotes a non-standard contract/amendment

4 Bidders

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

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

Funding Source:

53210A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48161.

141.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503042	\$ 1,527,626.16	\$ 1,474,073.61
	PROJECT ST 38071-57079		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 05, 2005		
	COMPLETION DATE - OCTOBER 21, 2005		-3.51 %

0.31 mi of approach reconstruction, drainage improvements, and guardrail upgrades and bridge replacement on M50/US-127 over Grand River, in Summit Township, Jackson County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
E.T. MacKenzie Company	\$ 1,474,073.61	Same	1 **
Anlaan Corporation	\$ 1,505,897.07	Same	2
Milbocker and Sons, Inc.	\$ 1,537,406.00	Same	3
Hardman Construction, Inc.	\$ 1,548,991.80	Same	4
J.E. Kloote Contracting, Inc.	\$ 1,563,247.59	Same	5
Walter Toebe Construction Co.	\$ 1,602,209.63	Same	6
E. C. Korneffel Co.	\$ 1,798,343.34	Same	7
S. L. & H. Contractors, Inc.			
L. W. Lamb, Inc.			
Davis Construction, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
C.A. Hull Co., Inc.			

7 Bidders

* Denotes a non-standard contract/amendment

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

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

Funding Source:

57079A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49201.

142.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503043	\$ 1,787,591.28	\$ 1,550,035.27
	PROJECT NH 83033-52691		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 11, 2005		
	COMPLETION DATE - MAY 15, 2006		-13.29 %

3.75 mi of access control, intersection and safety improvements, hot mix asphalt resurfacing, and roadside park on US-131 from 6 1/2 Road to Ramsay Road, in Liberty and Fife Lake Townships, Wexford and Grand Traverse Counties.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,550,035.27	Same	1 **
M & M Excavating Co., Inc.	\$ 1,636,789.86	Same	2
Bernie Johnson Trucking, Inc.	\$ 1,757,165.19	Same	3
Elmer's Crane & Dozer, Inc.	\$ 1,937,718.00	Same	4
CJ's Excavating Septic Service, Inc.			
Nagel Construction, Inc.			
Milbocker and Sons, Inc.			
H & D, Inc.			

4 Bidders

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

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based

* Denotes a non-standard contract/amendment

on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

52691A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49633.

143. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
 PROPOSAL 0503044 \$ 1,461,480.72 \$ 1,437,107.65
 PROJECT BHN 52061-59960
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 31, 2006
 COMPLETION DATE - SEPTEMBER 29, 2006 -1.67 %

Structure replacement and approach work on M-28 over
 Chocolay River in Chocolay Township, Marquette County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Hebert Construction Company	\$ 1,437,107.65	Same	1 **
Lunda Construction Company	\$ 1,609,305.99	Same	2
Zenith Tech, Inc.	\$ 1,749,671.32	Same	3
A. Lindberg & Sons, Inc.	\$ 1,950,541.35	Same	4
Bacco Construction Company			
Snowden, Inc.			
J. Slagter & Son Construction Co.			
Hardman Construction, Inc.			

4 Bidders

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

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

Funding Source:

59960A

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

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final

* Denotes a non-standard contract/amendment

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48128.

146.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503047	\$ 2,010,048.81	\$ 1,907,855.16
	PROJECT STG 84917-80000		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 01, 2005		
	COMPLETION DATE - DECEMBER 01, 2005		-5.08 %

Application of permanent pavement markings including longitudinal lines on various trunkline routes throughout the Metro Region area in Macomb, Oakland, St. Clair and Wayne Counties.

BIDDER	AS-READ	AS-CHECKED	
R. S. Contracting, Inc.	\$ 1,907,855.16	Same	1 **
P.K. Contracting, Inc.	\$ 1,944,244.84	Same	2
NES - Worksafe	\$ 2,321,555.78	Same	3

3 Bidders

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

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

Funding Source:

80000A

Federal Highway Administration Funds 100 %

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

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

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

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48075 region-wide.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,675,212.83	Same	1 **
Aggregate Industries-Central Region	\$ 1,739,236.74	Same	2
Rieth-Riley Construction Co., Inc.			

2 Bidders

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program goal to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007, and the Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

50761A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
74053A		
State Restricted Trunkline Funds	100 %	
79815A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
79816A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and Rehabilitation.

Zip Code: 49072.

150. LETTING OF MARCH 04, 2005
 PROPOSAL 0503051
 PROJECT ST 82072-75185, ETC
 LOCAL AGRMT. 04-5493, 047-549
 START DATE - 5 days after award
 COMPLETION DATE - JULY 02, 2005

ENG. EST. LOW BID
 \$ 3,468,956.88 \$ 3,381,047.19
 % OVER/UNDER EST.
 -2.53 %

0.96 miles of cold milling, joint repairs, hot mix asphalt overlay, signing, pavement markings and signals, along with shallow concrete overlay, concrete beam end, superstructure and sidewalk repair on R01 of 80072, along with pavement removal, curb and gutter and installation of irrigation system in the median, on M-3 (Gratiot Avenue) from Randolph Street to the Detroit Connecting Railroad and on M-3 over the Detroit Connecting Railroad, in the city of Detroit, Wayne County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Posen Construction, Inc.	\$ 3,381,047.19	Same	1 **
Ajax Paving Industries, Inc.	\$ 4,749,683.00	Same	2
Cadillac Asphalt, LLC.	\$ 4,917,328.26	Same	3
John Carlo, Inc.	\$ 5,451,986.98	Same	4
Peter A. Basile Sons, Inc.			
C.A. Hull Co., Inc.			
Walter Toebe Construction Co.			
Florence Cement Company			
ABC Paving Company			
Angelo Iafrate Construction Company			
Kelcris Corporation			

4 Bidders

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

Purpose/Business Case: This project is a combination of three programs: (1) MDOT's Road Preservation Program - provided as an effort to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition, (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments, and (3) The Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit to MDOT, ride quality, pavement condition, improvements and preservation, user savings, reduced traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control. The treatments applied by the preventive maintenance program retard future deterioration and maintain, or improve, the functional condition of the system and as a result, provide longer pavement surface life

* Denotes a non-standard contract/amendment

delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

75185A		
City of Detroit		2.24 %
Federal Highway Administration Funds		81.84 %
State Restricted Trunkline Funds		15.92 %
79752A		
City of Detroit		1.86 %
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		18.14 %
82831A		
City of Detroit		10.01 %
Federal Highway Administration Funds		79.99 %
State Restricted Trunkline Funds		10.00 %

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and Rehabilitation, reconstruction.

Zip Code: 48207.

151.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503052	\$ 956,736.25	\$ 1,139,725.08
	PROJECT STG 84917-80001		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 01, 2005		
	COMPLETION DATE - DECEMBER 01, 2005		19.13 %

Application of permanent pavement markings including special markings on various trunkline routes throughout the Metro Region area in the city of Detroit, Macomb, Oakland, St. Clair and Wayne Counties.

BIDDER	AS-READ	AS-CHECKED	
P.K. Contracting, Inc.	\$ 1,139,725.08	Same	1 **
R. S. Contracting, Inc.	\$ 1,417,492.25	Same	2
NES - Worksafe			

2 Bidders

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

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

Funding Source:

80001A		
Federal Highway Administration Funds		100 %

* Denotes a non-standard contract/amendment

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

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

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

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48075 Region-wide.

152.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503053	\$ 896,296.77	\$ 835,663.79
	PROJECT STH 56032-76157, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 31, 2005		
	COMPLETION DATE - AUGUST 18, 2005		-6.76 %

0.888 mi of widening for a center left turn lane and hot mix asphalt paving of a park-in-ride lot on M-30 from just south of US-10 northerly to just north of Blakely Road in Lincoln, Jerome and Buckeye Townships, Midland and Gladwin Counties.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 835,723.79	\$ 835,663.79	1 **
Bernie Johnson Trucking, Inc.	\$ 960,207.05	Same	2
Champagne and Marx Excavating, Inc.	\$ 969,187.08	Same	3
Fisher Contracting Company	\$ 999,146.00	Same	4
Rohde Brothers Excavating, Inc.	\$ 1,024,313.54	Same	5
Lee Wood Contracting, Inc.	\$ 1,025,962.67	Same	6
C & D Hughes, Inc.	\$ 1,056,825.78	Same	7
3-S Construction, Inc.	\$ 1,122,071.67	Same	8
The Isabella Corporation			
Pyramid Paving & Contracting			
Bourdow Trucking Company			
L.J. Construction, Inc.			
M & M Excavating Co., Inc.			
Saginaw Asphalt Paving Company			
Nagel Construction, Inc.			
A. J. Rehmus & Son, Inc.			
Central Asphalt, Inc.			
Bolen Asphalt Paving, Inc.			

8 Bidders

Purpose/Business Case:

Job Number: 76157A

This project is supported by The Traffic and Safety Program to preserve the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

* Denotes a non-standard contract/amendment

Job Number: 79799A

This project consists of HMA paving of an existing gravel parking lot including earth excavation, placement of aggregate base, HMA curb, embankment and turf establishment. The existing parking lot is in poor condition and has extensive soil erosion due to poor drainage.

Benefit:

Job Number: 76157A

The treatments applied by the Traffic and Safety program is expected to reduce traffic accidents and injuries, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Job Number: 79799A

Paving the carpool parking lot will extend the life of the lot and reduce maintenance on the current gravel parking lot. The newly-paved lot may also attract new carpoolers.

Funding Source:

76157A

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

79799A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment:

Job Number: 76157A

There is a greater risk of accidents and injuries by not implementing safety treatments.

Job Number: 79799A

The surrounding communities are anticipating the newly-paved carpool parking lot. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction:

Job Number: 76157A

Widening and resurfacing this roadway will reduce the initial maintenance costs for this segment. Our customers will benefit greatly from the reduced motorists operating costs with increased safety.

Job Number: 79799A

Paving the existing lot will greatly reduce the initial maintenance costs for the carpool parking lot. Our customers will benefit greatly from the reduced dust, gravel, and debris from the current carpool parking lot. The improvements will reduce motorists operating costs with increased safety, efficiency, capacity, and reduce maintenance costs of MDOT's assets.

Selection: Low bid.

New Project Identification: Reconstruction and new construction.

Zip Code: 48657 Region-wide.

Selection: Low bid.

New Project Identification: Project is partially new, rehabilitation, and enhancement of existing.

Zip Code: 48350.

157.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503061	\$ 711,509.57	\$ 634,050.79
	PROJECT M 11051-79453		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 06, 2005		
	COMPLETION DATE - SEPTEMBER 23, 2005		-10.89 %

Replacement of the existing culvert, scour protection, slope restoration, and approach work on US-31BR and M-51 over Brandywine Creek in Niles Township, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
Northern Indiana Construction Co.	\$ 634,092.79	\$ 634,050.79	1 **
Milbocker and Sons, Inc.	\$ 716,209.34	Same	2
L. W. Lamb, Inc.	\$ 784,378.12	Same	3
J.E. Kloote Contracting, Inc.	\$ 976,840.50	Same	4
Walter Toebe Construction Co.	\$ 1,063,601.00	Same	5
Kalin Construction Co., Inc.			
Davis Construction, Inc.			
J. Slagter & Son Construction Co.			
Quantum Construction Company, Inc.			
Anlaan Corporation			
HRP Construction, Inc.			
Northern Construction Services, Co.			

5 Bidders

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

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

Funding Source:

79453A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49120.

* Denotes a non-standard contract/amendment

159. LETTING OF MARCH 04, 2005
 PROPOSAL 0503063
 PROJECT MIR 06997-78534
 LOCAL AGRMT. 04-5569
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 12, 2005

ENG. EST.
 \$ 262,734.31

LOW BID
 \$ 249,249.00

% OVER/UNDER EST.
 -5.13 %

0.48 mi of earthwork, aggregate base, hot mix asphalt resurfacing and surfacing, aggregate shoulders, drainage improvements, turf establishment, along with improvements on the bridge deck (TMS 13202) which include epoxy overlay, sidewalk removal and replacement, concrete surface coating and other minor repairs at the Standish Maximum Correctional Facility off of M-61 and Deep River Road, in the city of Standish, Lincoln Township, Arenac County.

BIDDER	AS-READ	AS-CHECKED	
John Henry Excavating, Inc.	\$ 249,249.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 257,634.64	Same	2
L. W. Lamb, Inc.	\$ 260,219.80	Same	3
Central Michigan Contracting, Inc.	\$ 299,223.88	Same	4
Rohde Brothers Excavating, Inc.	\$ 308,083.00	Same	5
Bourdow Trucking Company	\$ 335,519.06	Same	6
Lee Wood Contracting, Inc.			
CRS/Shaw Contracting Co.			
J. Slagter & Son Construction Co.			
Fisher Contracting Company			
Anlaan Corporation			
Saginaw Asphalt Paving Company			
Bolen Asphalt Paving, Inc.			
A. J. Rehmus & Son, Inc.			
Pyramid Paving & Contracting			

6 Bidders

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

Purpose/Business Case: The Michigan Institutional Roads (MIR) Program constructs, improves, and maintains all access roads on State-owned property and institutions per P.A. 1941 No. 90.

Benefit: Ensures safe and efficient access to the public at all State-owned property and institution sites.

Funding Source:

78534A

Standish Correctional Facility	11.99 %
State Restricted Trunkline Funds	88.01 %

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

* Denotes a non-standard contract/amendment

that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

Cost Reduction: Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

Selection: Low bid.

New Project Identification: Projects can be new, rehabilitation, or enhancement of existing.

Zip Code: 49601.

161.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503067	\$ 1,878,220.45	\$ 1,807,797.22
	PROJECT MG 84914-79813		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 06, 2005		
	COMPLETION DATE - JULY 29, 2005		-3.75 %

19.042 mi of overband crack fill, roadbed and microsurfacing, warranty on M-65 from Reid Street northerly to the Arenac County line, on M-13 from M-84 northerly to Fisher Avenue, on M-13 from Linwood northerly, on M-20 from Geneva Road easterly to 8 Mile Road, and on M-52 from Martin Road northerly to Swan Creek in Monitor, Kawkawlin, Lee, Greendale, Swan Creek, Thomas, Mason and Turner Townships, Bay, Arenac, Saginaw and Midland Counties.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Terry Construction, Inc.	\$ 1,807,797.22	Same	1 **
Strawser Incorporated	\$ 1,874,876.40	Same	2
Fahrner Asphalt Sealers, Inc.			

2 Bidders

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

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

Funding Source:

79813A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48609 State-wide.

* Denotes a non-standard contract/amendment

BIDDER	AS-READ	AS-CHECKED	
Associated Constructors, LLC	\$ 264,990.00	Same	1 **
Bacco Construction Company	\$ 283,850.70	Same	2
Hebert Construction Company	\$ 288,626.19	Same	3
A. Lindberg & Sons, Inc.	\$ 298,825.60	Same	4
Eastlund Concrete Construction, Inc.			
Tri-Valley Landscaping, Inc.			
Cobblestone Pavers, LLC			
J. Slagter & Son Construction Co.			
Anderson-Fischer & Associates, Inc.			
Three Seasons Landscaping			

4 Bidders

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

Purpose/Business Case: This project includes shoreline stabilization, restoration, and establishment of walkways, wood stairways, fencing and plantings on the north side of M-28 at three roadside turnout locations.

Benefit: The completion of this project will protect the Michigan Department of Transportation assets and protect Lake Superior shoreline along M-28 from further erosion.

Funding Source:

76071A

State Restricted Trunkline Funds	79.28 %
Chocolay Township	20.72 %

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

Risk Assessment: If this project is not constructed, shoreline deterioration and erosion will continue. This will place the three roadside turnout locations at risk and the erosion will continue to deteriorate the Lake Superior shoreline.

Cost Reduction: Our customers will benefit greatly from the reduced sand, gravel, and debris that are currently on the turnouts and pathways. The project will also reduce motorists operating costs with increased safety at the turnouts and reduce maintenance costs of maintaining MDOT's assets.

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 49855.

166.	LETTING OF MARCH 04, 2005 PROPOSAL 0503072 PROJECT M 07021-80201 LOCAL AGRMT. START DATE - JULY 25, 2005 COMPLETION DATE - 10 working days	ENG. EST. \$ 229,098.00	LOW BID \$ 216,737.00 % OVER/UNDER EST. -5.40 %
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5.78 mi of microsurfacing, rutfilling on M-28 from the Houghton County line easterly to Johnson Road in Covington Township, Baraga County.

A 2005 preventive maintenance project.

* Denotes a non-standard contract/amendment

BIDDER	AS-READ	AS-CHECKED	
Municipal Construction Inc.	\$ 216,737.00	Same	1 **
Terry Construction, Inc.	\$ 229,031.00	Same	2
Fahrner Asphalt Sealers, Inc.	\$ 260,051.70	Same	3
Strawser Incorporated	\$ 282,970.00	Same	4

4 Bidders

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

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

Funding Source:

80201A

MDOT

100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49970.

167.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503073	\$ 296,239.00	\$ 255,177.30
	PROJECT M 65022-83014		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 11, 2005		
	COMPLETION DATE - JULY 29, 2005		-13.86 %

5.82 mi of overband crack sealing and microsurfacing on M-55 from east of M-33 easterly to west of Henderson Lake Road in Churchill Township, Ogemaw County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Municipal Construction Inc.	\$ 255,177.30	Same	1 **
Terry Construction, Inc.	\$ 272,343.50	Same	2
Strawser Incorporated	\$ 293,824.90	Same	3
Fahrner Asphalt Sealers, Inc.			

3 Bidders

Funding Source:

60036A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %
 M50504
 State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49107.

169. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
 PROPOSAL 0503076 \$ 669,362.20 \$ 502,814.44
 PROJECT MG 84915-79747
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 07, 2005
 COMPLETION DATE - SEPTEMBER 02, 2005 -24.88 %

72.32 mi of hot mix asphalt crack treatment roadbed and 10.59 mi of hot mix asphalt crack treatment ramp on various trunkline routes in the villages of White Pigeon and Constantine, cities of Kalamazoo, Portage, and Three Rivers in Heath, Allegan, Watson, Charleston, Ross, Kalamazoo, Comstock, Oshtemo, Mottville, Fabius, White Pigeon, and Leonidas Townships, Allegan, Kalamazoo, and St. Joseph Counties.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Fahrner Asphalt Sealers, Inc.	\$ 502,814.44	Same	1 **
Scodeller Construction, Inc.	\$ 604,136.93	Same	2
Lakeshore Parking Lot Maintenance	\$ 621,312.20	Same	3
Arnt Asphalt Sealing, Inc.			
Michigan Joint Sealing, Inc.			

3 Bidders

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

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

Funding Source:

79747A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the

* Denotes a non-standard contract/amendment

engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49007 TSC Wide.

170.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503077	\$ 756,840.36	\$ 640,145.21
	PROJECT NH 28013-79025		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 09, 2005		
	COMPLETION DATE - JUNE 30, 2005		-15.42 %

1.53 mi of concrete joint repair, with some spall repair, and some curb and gutter removal and replacement on US-31/M-72/M-37 from M-22 and M-72, southeasterly to Front Street in the city of Traverse City, Grand Traverse County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Six-S, Inc.	\$ 640,145.21	Same	1 **
Kelcris Corporation	\$ 823,122.70	Same	2
Causie Contracting, Inc.	\$ 840,347.20	Same	3
Snowden, Inc.			
Florence Cement Company			

3 Bidders

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

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

Funding Source:

79025A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49684.

* Denotes a non-standard contract/amendment

172. LETTING OF MARCH 04, 2005
 PROPOSAL 0503079
 PROJECT NH 63041-79755
 LOCAL AGRMT.
 START DATE - MAY 15, 2005
 COMPLETION DATE - JULY 01, 2005

ENG. EST.
 \$ 879,110.00 \$ LOW BID
 947,170.00
 % OVER/UNDER EST.
 7.74 %

8.24 mi of microsurfacing with overband crack fill and bump removal on M-59 from Tipsico Lake Road to Bogie Lake Road in Highland Township, Oakland County.

A 2005 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Terry Construction, Inc.	\$ 947,170.00	Same	1 **
Strawser Incorporated	\$ 1,097,899.68	Same	2
Fahrner Asphalt Sealers, Inc.			

2 Bidders

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

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

Funding Source:

79755A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48357.

* Denotes a non-standard contract/amendment

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 212,333.00	Same	1 **
Structural Preservation Systems	\$ 219,978.00	Same	2
Midwest Bridge Company	\$ 229,926.00	Same	3
Walter Toebe Construction Co.	\$ 255,509.21	Same	4
Anlaan Corporation	\$ 277,142.75	Same	5
Nance Construction, LLC			
L. W. Lamb, Inc.			
C.A. Hull Co., Inc.			

5 Bidders

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

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

Funding Source:

82658A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49202.

186.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503093	\$ 403,000.00	\$ 240,150.00
	PROJECT NH 35032-79008		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2005		-40.41 %

60.3 mi of crack sealing on M-55, M-65 and US-23 at various locations throughout the Alpena TSC area in Mitchell, Ossineke, Green, Burleigh, Baldwin, AuSable, Tawas, Grant and Reno Townships, Alcona, Alpena and Iosco Counties.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
D & D Contracting, Inc.	\$ 240,150.00	Same	1 **
Scodeller Construction, Inc.	\$ 249,651.90	Same	2
Michigan Joint Sealing, Inc.	\$ 330,740.00	Same	3
Municipal Construction Inc.	\$ 338,930.00	Same	4
Fahrner Asphalt Sealers, Inc.	\$ 577,620.80	Same	5
Daffinson, Inc.	\$ 582,437.70	Same	6
Arnt Asphalt Sealing, Inc.			
Lakeshore Parking Lot Maintenance			

6 Bidders

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

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

Funding Source:

79008A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48730.

LOCAL PROJECTS

187.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503007	\$ 1,688,229.50	\$ 1,728,024.96
	PROJECT STU 41401-74875		
	LOCAL AGRMT. 05-5007		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 17, 2005		2.36 %

0.96 mi of road reconstruction including pavement removal, earthwork, hot mix asphalt pavement, concrete curb and gutter, storm sewer, drainage structures, sanitary sewer, traffic signal, permanent pavement marking and restoration on 4 Mile Road from Hachmuth Drive to west River Drive, in Alpine and Plainfield Townships, Kent County.

10.00 % DBE participation required

* Denotes a non-standard contract/amendment

BIDDER	AS-READ	AS-CHECKED	
Kalin Construction Co., Inc.	\$ 1,728,024.96	Same	1 **
Nagel Construction, Inc.	\$ 1,749,280.90	Same	2
Kammaing & Roodvoets, Inc.	\$ 1,751,145.35	Same	3
Dykema Excavators, Inc.	\$ 1,773,526.79	Same	4
Diversco Construction Company	\$ 1,901,412.03	Same	5
Schippers Excavating, Inc.	\$ 1,923,972.16	Same	6
Milbocker and Sons, Inc.	\$ 1,955,536.90	Same	7
Velting Contractors, Inc.	\$ 1,987,012.11	Same	8
Wadel Stabilization, Inc.	\$ 2,074,650.68	Same	9
Wyoming Excavators, Inc.			
Nashville Construction Company			

9 Bidders

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

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

Source of Funds:

74875A

Kent County	39.31 %
Federal Highway Administration Funds	60.69 %

Zip Code: 49321.

188.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503008	\$ 649,729.00	\$ 656,694.16
	PROJECT STU 82457-81248		
	LOCAL AGRMT. 04-5571		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 65 working days		1.07 %

0.734 mi of cold milling hot mix asphalt surface, hot mix asphalt resurfacing, concrete pavement overlay, concrete pavement repair, concrete curb cap repair, adjusting drainage structures, guardrail, pavement markings and restoration, on Griswold Road from Main to Base Line, Wayne County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Six-S, Inc.	\$ 656,694.16	Same	1 **
Florence Cement Company	\$ 687,323.75	Same	2
Tony Angelo Cement Construction Co.	\$ 688,303.83	Same	3
John Carlo, Inc.	\$ 753,599.85	Same	4
Barthel Contracting Company			
Peter A. Basile Sons, Inc.			
Kelcris Corporation			
Ajax Paving Industries, Inc.			

4 Bidders

* Denotes a non-standard contract/amendment

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

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

Source of Funds:

81248A
 Wayne County 18.15 %
 Federal Highway Administration Funds 81.85 %

Zip Code: 48167.

189. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
 PROPOSAL 0503009 \$ 494,679.15 \$ **424,076.22**
 PROJECT EDD 35555-77588
 LOCAL AGRMT. 04-5573 % OVER/UNDER EST.
 START DATE - SEPTEMBER 12, 2005
 COMPLETION DATE - NOVEMBER 18, 2005 -14.27 %

0.69 mi of road rehabilitation with minor widening, including base crushing and shaping, aggregate base, subbase, hot mix asphalt paving, concrete curb and gutter, aggregate shoulders, culverts, storm sewer, pavement marking, and slope restoration on Oak, Cedar, Westover and Pine Streets, in the cities of Tawas City and East Tawas, Iosco County.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 424,076.22	Same	1 **
Katterman Trucking, Inc.	\$ 494,468.72	Same	2
Rieth-Riley Construction Co., Inc.	\$ 519,229.52	Same	3
Manigg Enterprises, Inc.	\$ 533,620.85	Same	4
L.J. Construction, Inc.	\$ 543,144.07	Same	5
Rohde Brothers Excavating, Inc.	\$ 554,351.00	Same	6
Eastlund Concrete Construction	\$ 571,492.77	Same	7
Central Michigan Contracting, Inc.	\$ 574,312.85	Same	8
Champagne and Marx Excavating, Inc.	\$ 587,043.73	Same	9
John Henry Excavating, Inc.			
Pyramid Paving & Contracting			
Schaaf & Associates Construction			
M & M Excavating Co., Inc.			
CRS/Shaw Contracting Co.			

9 Bidders

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

Purpose/Business Case: This project is for creating an all-season road system under local jurisdiction that connects State trunklines in rural counties. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the State trunkline system is complimented and seasonal disruptions due to load restrictions are minimized. In addition, increased economic benefit and the quality of life for the people of Michigan are provided.

* Denotes a non-standard contract/amendment

Funding Source:

77588A

State Restricted Trunkline Funds	80.00 %
City of Tawas City	20.00 %

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

Risk Assessment: If this project is not awarded, the State must use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

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

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48764.

190.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503010	\$ 766,546.25	\$ 926,356.49
	PROJECT STUL 77475-56276		
	LOCAL AGRMT. 04-5558		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 29, 2005		20.85 %

Remove and replace bridge along with related approach work on Fred Moore Highway at the Pine River in St. Clair Township, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Posen Construction, Inc.	\$ 926,356.49	Same	1 **
Anlaan Corporation	\$ 952,872.03	Same	2
Walter Toebe Construction Co.	\$ 989,119.89	Same	3
Dan's Excavating, Inc.	\$ 1,009,277.76	Same	4
E. C. Korneffel Co.	\$ 1,047,125.94	Same	5
Waterfront Construction, Inc.			
McDowell Construction , L.L.C.			
John Carlo, Inc.			
Hardman Construction, Inc.			
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Angelo Iafrate Construction Company			
S. L. & H. Contractors, Inc.			
ABC Paving Company			
J.E. Kloote Contracting, Inc.			

5 Bidders

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

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

* Denotes a non-standard contract/amendment

Source of Funds:

56276A
St Clair County 18.15 %
Federal Highway Administration Funds 81.85 %

Zip Code: 48079.

191. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
PROPOSAL 0503011 \$ 95,116.50 \$ **89,351.45**
PROJECT STU 11410-74608
LOCAL AGRMT. 05-5010 % OVER/UNDER EST.
START DATE - MAY 5, 2005
COMPLETION DATE - JULY 01, 2005 -6.06 %

0.56 mi of hot mix asphalt cold milling, hot mix asphalt resurfacing and minor curb and gutter work, on Main Street from Front Street to Third Street and from Fifth Street to Elizabeth Street, in the city of Buchanan, Berrien County.

BIDDER		AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$	89,351.45	Same	1 **
Rieth-Riley Construction Co., Inc.	\$	91,272.00	Same	2
Consumers Asphalt Company	\$	94,704.84	Same	3

3 Bidders

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

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

Source of Funds:

74608A
City of Buchanan 22.41 %
Federal Highway Administration Funds 77.59 %

Zip Code: 49107.

192. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
PROPOSAL 0503013 \$ 901,882.55 \$ **847,243.76**
PROJECT STU 19403-74641
LOCAL AGRMT. 05-5008 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 19, 2006 -6.06 %

Reconstruct road along with sidewalk and restoration, on East Webb Drive from Locust to the city limits, in the city of Dewitt, Clinton County.

10.00 % DBE participation required

* Denotes a non-standard contract/amendment

BIDDER	AS-READ	AS-CHECKED	
Eastlund Concrete Construction	\$ 847,243.76	Same	1 **
C & D Hughes, Inc.	\$ 877,054.77	Same	2
Milbocker and Sons, Inc.	\$ 919,579.71	Same	3
Kamminga & Roodvoets, Inc.	\$ 932,651.32	Same	4
Aggregate Industries-Central Region	\$ 938,736.51	Same	5
Cadwell Brothers Construction	\$ 943,992.01	Same	6
Davis Construction, Inc.	\$ 1,025,652.60	Same	7
L.J. Construction, Inc.	\$ 1,047,731.18	Same	8
E.T. MacKenzie Company	\$ 1,097,251.79	Same	9
L & L Construction Co., Inc.			
Nashville Construction Company			
Central Asphalt, Inc.			
Bailey Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			
Nagel Construction, Inc.			
ABC Paving Company			

9 Bidders

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

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

Source of Funds:

74641A

City of DeWitt	37.03 %
Federal Highway Administration Funds	62.97 %

Zip Code: 48820.

193.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503014	\$ 715,500.25	\$ 686,994.13
	PROJECT STU 81406-78528		
	LOCAL AGRMT. 05-5031		% OVER/UNDER EST.
	START DATE - MAY 17, 2005		
	COMPLETION DATE - AUGUST 11, 2005		-3.98 %

Resurface, rehabilitate, repair or reconstruct roadway and curb on First Avenue from Harriet to Michigan Avenue, in the city of Ypsilanti, Washtenaw County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.	\$ 686,994.13	Same	1 **
Douglas N. Higgins, Inc.	\$ 703,896.20	Same	2
DeAngelis Landscape, Inc.	\$ 768,112.42	Same	3
Pro-Line Asphalt Paving Corp.	\$ 790,972.93	Same	4
Cadillac Asphalt, LLC.	\$ 880,355.65	Same	5
ABC Paving Company			
Ajax Paving Industries, Inc.			
Florence Cement Company			
Barrett Paving Materials, Inc.			

* Denotes a non-standard contract/amendment

5 Bidders

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

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

Source of Funds:

78528A
 Federal Highway Administration Funds 54.70 %
 City of Ypsilanti 45.30 %

Zip Code: 48197.

194. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
 PROPOSAL 0503015 \$ 285,343.00 \$ **282,820.81**
 PROJECT SUG 82400-75618
 LOCAL AGRMT. 05-5004 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2005 -0.88 %

Retroreflective liquid polyurea pavement markings citywide, in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
P.K. Contracting, Inc.	\$ 282,820.81	Same	1 **
NES - Worksafe			

1 Bidder

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

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

Source of Funds:

75618A
 Federal Highway Administration Funds 100 %

Zip Code: 48226.

195. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
 PROPOSAL 0503020 \$ 160,002.85 \$ **160,925.36**
 PROJECT STUL 31437-76849
 LOCAL AGRMT. 04-5574 % OVER/UNDER EST.
 START DATE - MAY 16, 2005
 COMPLETION DATE - JULY 30, 2005 0.58 %

0.40 mi of road reconstruction, including hot mix asphalt cold milling, concrete sidewalk ramp, concrete curb and gutter, drainage structures, storm sewers and hot mix asphalt paving on White Street from Wright Street to Pine Street in the city of Hancock, Houghton County.

BIDDER	AS-READ	AS-CHECKED	
Bill Siler Contracting, Inc.	\$ 160,925.36	Same	1 **
Yalmer Mattila Contracting, Inc.	\$ 174,457.50	Same	2
MJO Contracting, Inc.	\$ 185,935.65	Same	3
Bacco Construction Company	\$ 234,315.19	Same	4
Oberstar, Inc.			
A. Lindberg & Sons, Inc.			
Payne & Dolan, Inc.			

4 Bidders

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

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

Source of Funds:

76849A

Federal Highway Administration Funds	81.85 %
City of Houghton	18.15 %

Zip Code: 49930.

196.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503021	\$ 358,423.00	\$ 404,190.32
	PROJECT STH 07609-80545		
	LOCAL AGRMT. 05-5005		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 17, 2005		12.77 %

1.6 mi of road rehabilitation including hot mix asphalt base crushing and shaping, aggregate base, drainage improvements, hot mix asphalt surfacing, aggregate shoulders, pavement markings, traffic control and restoration, on Aura Road from Second Beach Road southeasterly, in L'anse Township, Baraga County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Payne & Dolan, Inc.	\$ 404,190.32	Same	1 **
A. Lindberg & Sons, Inc.	\$ 412,172.20	Same	2
Yalmer Mattila Contracting, Inc.	\$ 434,952.09	Same	3
Bacco Construction Company	\$ 438,055.80	Same	4
Bill Siler Contracting, Inc.			
Oberstar, Inc.			
E & M Contracting, Inc.			
Hebert Construction Company			

4 Bidders

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

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

* Denotes a non-standard contract/amendment

Source of Funds:

80545A
Baraga County 20.00 %
Federal Highway Administration Funds 80.00 %

Zip Code: 49946.

197. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
PROPOSAL 0503022 \$ 440,557.58 \$ **439,527.40**
PROJECT STUL 39405-76306
LOCAL AGRMT. 05-5002 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 01, 2005 -0.23 %

Remove existing structure, construction of a prestressed box beam bridge and related approach work on Portage Road Bridge over Barton-Howard Lake Channel, in Schoolcraft Township, Kalamazoo County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
S. L. & H. Contractors, Inc.	\$ 439,527.40	Same	1 **
Milbocker and Sons, Inc.	\$ 440,814.80	Same	2
Quantum Construction Company, Inc.	\$ 447,397.60	Same	3
Anlaan Corporation	\$ 457,261.65	Same	4
Heystack Contracting Inc.	\$ 472,809.70	Same	5
Northern Indiana Construction Co.	\$ 474,320.47	Same	6
J.E. Kloote Contracting, Inc.	\$ 488,720.20	Same	7
E.T. MacKenzie Company	\$ 608,239.65	Same	8
McDowell Construction , L.L.C.			
Davis Construction, Inc.			
C.A. Hull Co., Inc.			
Hardman Construction, Inc.			
Walter Toebe Construction Co.			
J. Slagter & Son Construction Co.			
L. W. Lamb, Inc.			

8 Bidders

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

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

Source of Funds:

76306A
Kalamazoo County 18.91 %
Federal Highway Administration Funds 81.09 %

Zip Code: 49097.

* Denotes a non-standard contract/amendment

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

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

Source of Funds:

59072B
 Federal Highway Administration Funds 80.00 %
 City of Troy 20.00 %

Zip Code: 48083.

203. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
 PROPOSAL 0503030 \$ 353,611.00 \$ 370,750.20
 PROJECT STL 50458-82861
 LOCAL AGRMT. 05-5023 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2005 4.85 %

Rural pavement preservation county wide in Macomb County.

BIDDER	AS-READ	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 370,750.20	Same	1 **
Barrett Paving Materials, Inc.	\$ 399,495.10	Same	2
Cadillac Asphalt, LLC.	\$ 408,575.30	Same	3
Ajax Paving Industries, Inc.	\$ 418,690.10	Same	4
John Carlo, Inc.	\$ 421,994.47	Same	5
Pro-Line Asphalt Paving Corp.			

5 Bidders

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

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

Source of Funds:

82861A
 Macomb County 20.00 %
 Federal Highway Administration Funds 80.00 %

Zip Code: 48043.

204. LETTING OF MARCH 04, 2005 ENG. EST. LOW BID
 PROPOSAL 0503041 \$ 179,266.25 \$ 174,191.00
 PROJECT STL 80064-51847
 LOCAL AGRMT. 05-5028 % OVER/UNDER EST.
 START DATE - MAY 02, 2005
 COMPLETION DATE - MAY 27, 2005 -2.83 %

0.42 mi of reconstruction including curb and gutter removal, roadway grading, subgrade undercutting, drainage improvements, subbase, aggregate base, concrete curb and gutter, sidewalk, hot mix asphalt surfacing, pavement markings, traffic control and restoration on Arlington Street from Industrial Park Drive easterly to Center Street, in the city of Bangor, Van Buren County.

* Denotes a non-standard contract/amendment

BIDDER	AS-READ	AS-CHECKED	
Brenner Excavating, Inc.	\$ 174,191.00	Same	1 **
Peters Construction Co.	\$ 181,108.18	Same	2
Hoffman Bros., Inc.	\$ 181,237.00	Same	3
Triangle Excavators, Inc.	\$ 182,914.50	Same	4
Kalin Construction Co., Inc.	\$ 186,310.31	Same	5
Milbocker and Sons, Inc.	\$ 198,052.75	Same	6
Kammaing & Roodvoets, Inc.	\$ 203,048.05	Same	7
Northern Construction Services, Co.	\$ 208,844.00	Same	8
Balkema Excavating, Inc.			
Consumers Asphalt Company			
Michigan Paving & Materials Co.			
Nashville Construction Company			
Weick Bros., Inc.			

8 Bidders

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

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

Source of Funds:

51847A

City of Bangor

21.00 %

Federal Highway Administration Funds

79.00 %

Zip Code: 49013.

REAL ESTATE PROJECTS

205.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503065	\$ 19,700.00	\$ 9,500.00
	PROJECT MRRF 47082-34518B05*		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2005		-51.78 %

Demolition of department-owned real estate parcels in Livingston County.

BIDDER	AS-READ	AS-CHECKED	
North American Dismantling Corp.	\$ 9,500.00	Same	1 **
Pitsch Wrecking Company	\$ 11,800.00	Same	2
E.T. MacKenzie Company	\$ 14,972.00	Same	3
Homrich, Inc.			

3 Bidders

03/09/2005

*Contract project number change. Former project number - 47082-34518B02.

* Denotes a non-standard contract/amendment

Purpose/Business Case: The purpose of this demolition is to remove improvements from the property acquired for the reconstruction and expansion of Highland Road (M-59) and associated work.

Benefit: Demolishing the house eliminates the expense of numerous and costly repairs and avoids potential liability from trespassers and potential health risk due to noncompliance with state and county codes. Complying with State and local ordinances adds additional time to projects. By demolishing the house and taking care of these issues now when construction later takes place delays will be held to a minimum.

Funding Source: The major funding source is High Priority Projects.

34518B02

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

Risk Assessment: Demolition of this improvement saves maintenance cost and avoids potential future liability to MDOT.

Cost Reduction: Demolishing the improvement at this time will eliminate ongoing maintenance cost.

Selection: Low Bid.

New Project Identification: This is a Real Estate Support Area demolition contract in the University Region.

Zip Code: 48843

206.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503066	\$ 250,642.00	\$ 102,280.00
	PROJECT BT01 11112-49719B02		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 16, 2005		
	COMPLETION DATE - OCTOBER 28, 2005		-59.19 %

Demolition of department-owned real estate in Benton Township, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
Pitsch Wrecking Company	\$ 102,280.00	Same	1 **
E.T. MacKenzie Company	\$ 120,508.00	Same	2
Dore & Associates Contracting, Inc.			
Homrich, Inc.			

2 Bidders

Source of Funds:

49719B02

State Restricted Trunkline Funds 100 %

49022

* Denotes a non-standard contract/amendment

EXTRAS

207. **Extra 2005 - 31**

Control Section/Job Number: 25544-77408A Local Agency Project

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

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

Contractor: Genoak Construction Company
P.O. Box 182
Holly, MI 48442

Designed By: Consultant

Engineer's Estimate: \$1,597,940.60

Description of Project:

Widening and reconstruction of existing road on Court Street from Genesee Road to Belsay Road in the city of Burton, Genesee County.

Administrative Board Approval Date:	August 3, 2004	
Contract Date:	August 17, 2004	
Original Contract Amount:	\$1,410,310.91	
Total of Overruns/Changes (Approved to Date):	(66,392.43)	- 4.71%
Total of Extras/Adjustments (Approved to Date):	83,350.19	+ 5.91%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>73,813.64</u>	<u>+ 5.23%</u>
Revised Total	<u>\$1,501,082.31</u>	+ 6.43%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.20% over the original budget for an **Authorized to Date Amount** of \$1,427,268.67.

Approval of this extra will place the authorized status of the contract 6.43% or \$90,771.40 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

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

CM 8		
HMA Driveway Approach, 8"	880.400 Syd @ \$35.25/Syd	\$31,034.10
Aggregate Base, 6 inch	5,844.200 Syd @ \$7.32/Syd	<u>42,779.54</u>
Total		<u>\$73,813.64</u>

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

Driveways are replaced in kind if disturbed by roadway work or construction operations such as roadway grade adjustments or sewer/utility work. Pay quantities for this work is included in the project plans. Pay quantities for driveway work on this project did not account for commercial driveways; the plans only accounted for residential driveways. There were several commercial driveways within the project limits that were disturbed by project work. Additional material is typically necessary when replacing commercial driveways. The extra item HMA Driveway Approach, 8” will compensate the contractor for replacement of the existing commercial driveways to the original thickness. The extra cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared with MDOT’s Average Unit Price Index for similar work.

The subbase material appeared to have minor stability issues during construction operations. The material would slightly move (shift) when driven on by construction vehicles. An additional 6 inch layer of aggregate was placed to stabilize the subbase layer and provide the proper roadway support. The placement of additional material corrected the minor stability issues and work continued. The extra item Aggregate Base, 6 inch will compensate the contractor for placement of the additional material. The extra cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT’s Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2005 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2005.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** State Restricted Economic Development, 80%; City of Burton, 20%
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48519

208. **Extra 2005 - 32**

Control Section/Job Number:	63020-49695	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:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	Consultant	
Engineer’s Estimate:	\$1,858,929.00	

* Denotes a non-standard contract/amendment
4/5/05

Description of Project:

Removal of a single span steel beam bridge, construction of a prestressed concrete I-beam bridge and related approach work on 11 Mile Road over the Rouge River, in Southfield Township, city of Southfield, Oakland County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 10, 2004	
Original Contract Amount:	\$1,530,481.73	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	90,921.76	+ 5.94%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>21,357.07</u>	<u>+ 1.40%</u>
Revised Total	<u>\$1,642,760.56</u>	+ 7.34%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.94% over the original budget for an **Authorized to Date Amount** of \$1,621,403.49.

Approval of this extra will place the authorized status of the contract 7.34% or \$112,278.83 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 5

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

CM 2

Relocation of DTE overhead power lines, Part-1 Construction (participating)	1.000 LS @ \$12,811.59/LS	\$12,811.59
Relocation of DTE overhead power lines, Part-1 Construction (Non-Participating)	1.000 LS @ \$8,545.48/LS	<u>8,545.48</u>
Total		<u>\$21,357.07</u>

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

During the design of the project, it was determined that the existing DTE power lines would not conflict with construction operations. The local agency, in conjunction with MDOT and the utility company, made this determination at a field meeting during the design phase. The contractor stated that the power lines were in conflict with his construction operations after project work began. He further stated that the power lines prevented the use of standard equipment and procedures that were within MIOSHA safety regulations. The existing power lines are of high voltage and, due to the summer cooling demands on DTE, could not be shut down over a suitable length of time. Therefore, the existing overhead DTE power lines were relocated to an area outside of the construction operations. The decision to relocate the facilities was made based on several factors, including allowing construction operations to continue in a timely manner, cost control to avert major potential contractor delay costs, and proper safety issues in conjunction with allowable construction activities.

The DTE workforce overtime costs are being processed as participating project costs because notification during design did not occur, as it was believed the lines were not in conflict. The DTE regular hours are being processed as 100% locally funded. The contractor had to adjust his work schedule and workforce around the relocation of the lines. These costs are accounted with force account records and are included in the item DTE overhead power lines, Part-1 Construction (participating). The cost for Relocation of DTE overhead power lines, Part-1 Construction (participating) and Relocation of DTE overhead power lines, Part-1 Construction (Non-Participating) are based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction. The extra item, Relocation of DTE overhead power lines, Part-1 Construction (Non-Participating) is 100% funded by the local agency.

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

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 79.45%; State Restricted Trunkline, 14.90%; City of Southfield, 5.65% (see above for specific pay item funding)
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid
New Project Identification: This is an existing project already under contract.
Zip Code: 48037

209. **Extra 2005 - 33**

Control Section/Job Number:	82052-45694A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$8,235,571.63	

Description of Project:

1.65 mi of cold milling and resurfacing, pavement repairs on US-24 from Van Born Road to Oxford Avenue, and 0.85 mi of total reconstruction of pavement on M-24 from Oxford Avenue to Fordson Avenue, and overhead signs upgrades from Eureka Road to M-102, polymer and deep overlays, concrete beam repair, abutment repair, and slope pavement repair on the northbound and southbound bridge over Ecorse Creek, in the cities of Dearborn and Dearborn Heights, Wayne County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 10, 2003	
Original Contract Amount:	\$8,538,261.80	
Total of Overruns/Changes (Approved to Date):	(1,324,969.52)	- 15.52%
Total of Extras/Adjustments (Approved to Date):	2,174,898.71	+ 25.47%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>17,898.65</u>	<u>+ 0.21%</u>
Revised Total	<u>\$9,406,089.64</u>	+ 10.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.95% over the original budget for an **Authorized to Date Amount** of \$9,388,190.99.

Approval of this extra will place the authorized status of the contract 10.16% or \$867,827.84 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-58	1 r.4, 2 r.2, 3 r.1, 4 r.2	\$1,159,495.64	10/05/03
2003-64	5 r. 4, 6 r. 6, 7 r. 7	\$591,996.80	11/04/03
2004-41	11 r.1, 13 r.5, 18 r.1, 19 r.4, 20 r.4, 23 r.2, 26 r.4	\$501,796.85	07/06/04

Contract Modification Number(s): 31 r. 1

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

CM 31

Underdrain, Bank, 6" Modified	<u>\$17,898.65</u>
Total	<u>\$17,898.65</u>

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

Several extra items were compensated for under the extra item Underdrain, Bank, 6" Modified.

An area of slope restoration was draining water from an unknown source. This water made the slope susceptible to failure. A bank underdrain was placed in the slope bank. The underdrain will provide proper conveyance of water and allow the slope to be stable. This work also included a sewer tap for the bank drain to outlet into the existing sewer system.

An existing driveway was replaced to the gated opening width. The new width did not allow for the proper turning movement of trucks. Trucks were driving on the restored greenway. The driveway was widened with aggregate base and an asphalt wearing course to provide the proper width for turning trucks.

Sidewalk ramps were placed at several locations. These sidewalk ramps were not addressed in the project plans or proposal, but were necessary to meet ADA standards.

* Denotes a non-standard contract/amendment

All costs for extra work involved with this work item are based on force account records for each operation. The extra cost for Underdrain, Bank, 6" Modified is based on 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 Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2005 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2005.

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

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

Funding Source: FHWA, 79.6%; State Restricted Trunkline, 16.1%; City of Dearborn, 3.6%; City of Dearborn Heights, 0.7%

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

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

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

Selection: Low bid

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

Zip Code: 48124

210. **Extra 2005 - 34**

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

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

State Transportation Commission - Does not meet criteria.

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

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

Description of Project:

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

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,119,988.74	+ 3.56%
Total of Extras/Adjustments (Approved to Date):	4,817,801.11	+ 8.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>31,194.08</u>	<u>+ 0.05%</u>
Revised Total	<u>\$66,549,074.78</u>	+ 11.70%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.65% over the original budget for an **Authorized to Date Amount** of \$66,517,880.70.

Approval of this extra will place the authorized status of the contract 11.70% or \$6,968,983.93 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/2004
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/2004
2005-28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/2005

Contract Modification Number(s): 73 r. 2, 77, 78

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

CM 73		
Stay Plates	18.000 Ea @ \$1,000.00/Ea	<u>\$18,000.00</u>
Total		<u>\$18,000.00</u>
CM 77		
Site Relocation & Cleanup		<u>\$11,300.00</u>
Total		<u>\$11,300.00</u>
CM 78		
Concrete Barrier, Temp, Tie-ins	4.000 Ea @ \$473.52/Ea	<u>\$1,894.08</u>
Total		<u>\$1,894.08</u>
Grand Total		<u>\$31,194.08</u>

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

CM 73

During construction operations existing bridge beam stay plates were noted as having broken welds and loss of steel thickness. The welds attach the stay plates to two bridge beams in order to create a fixed joint. The condition of these plates was not noted during the design phase. All stay plates with broken welds were removed and replaced in order to provide the proper bridge joint for supporting the roadway structure. The extra cost for Stay Plates was negotiated per Section 103.04 of the Interim 2003 Standard

* Denotes a non-standard contract/amendment

Specifications for Construction. The cost is considered reasonable when compared with force account documentation of similar work in the local region.

CM 77

It was discovered that a person occupied an area under the Evergreen Avenue Bridge along I-96. This prevented the contractor from safely performing substructure repairs to the north abutment of the structure. It was determined to be necessary to relocate the person and cleanup the debris and medical waste. This removal process will allow the contractor to safely complete substructure repair work. All work was completed per the Special Provision for Relocation and Site Cleanup, which was added to the project upon encountering the inhabitant. The extra cost for Site Relocation & Cleanup was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to costs for similar work in the local region.

CM 78

150 feet of temporary concrete barrier was placed in the area separating the I-96 westbound local roadway from the I-96 westbound express roadway. The barrier will connect the old existing barrier to the newly constructed barrier. This area was to receive new concrete barrier, however it was determined to be more efficient to place the new barrier with the 2005 I-96 construction project. Temporary barrier will be placed until final work is complete on a separate project in the 2005 construction season. The extra work item Concrete Barrier, Temp, Tie-ins will compensate the contractor for work to tie-in the temporary concrete barrier to the permanent concrete barrier. The cost was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared with force account documentation for similar work in the local region. This item will be partially offset by a future reduction in the original concrete barrier item.

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, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%

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

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

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

Selection: Low bid

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

Zip Code: 48223

211. **Extra 2005 - 35**

Control Section/Job Number: 50458-53560A Local Agency Project

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

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

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

Designed By: Consultant
Engineer's Estimate: \$4,496,996.50

Description of Project:

Widen the boulevard from two lanes to four lanes on Utica Road from Dodge Park to 18 Mile Road, Macomb County.

Administrative Board Approval Date:	May 6, 2003	
Contract Date:	May 16, 2003	
Original Contract Amount:	\$3,064,867.34	
Total of Overruns/Changes (Approved to Date):	173,318.64	+ 5.66%
Total of Extras/Adjustments (Approved to Date):	182,779.54	+ 5.96%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>165,267.55</u>	<u>+ 5.39%</u>
Revised Total	<u>\$3,586,233.07</u>	+ 17.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.62% over the original budget for an **Authorized to Date Amount** of \$3,420,965.52.

Approval of this extra will place the authorized status of the contract 17.01% or \$521,365.73 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 6 r. 7

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

CM 6

2 - #10 + Grd, Special	223.000 Ft @ \$3.07/Ft	\$684.61
4 - #6 + 10 - #4 + 2 - #4+ Grd, Special	158.000 Ft @ \$12.00/Ft	1,896.00
10 - #6 + 12 - #4 + 6 - #2 + Grd, Special	12.000 Ft @ \$24.50/Ft	294.00
10 - #6 + 22 - #4 + 8 - #2 + Grd, Special	20.000 Ft @ \$36.76/Ft	735.20
Type "OE" Lighting Standard, Special	12.000 Ea @ \$2,653.11/Ea	31,837.32
Dr Structure, Reconstruct	14.000 Ea @ \$1,100.00/Ea	15,400.00
Pavt Mrkg Ovly, Polyurea, Thru	13.000 Ea @ \$52.50/Ea	682.50
Pavt Mrkg Ovly, Polyurea, Thru and Lt Turn Arrow Symbol	12.000 Ea @ \$99.75/Ea	1,197.00
Pavt Mrkg Ovly, Polyurea, Yield Legend	14.000 Ea @ \$131.25/Ea	1,837.50
Stripe Parking Lot	2,520.000 Dlr @ \$1.00/Dlr	2,520.00
Additional Irrigation System	1.000 LS @ \$45,167.40/LS	45,167.40
Irrigation System, Restoration	1.000 LS @ \$19,916.48/LS	19,916.48
Repair Conduit and Wire in Parking Lot	1,521.690 Dlr @ \$1.00/Dlr	1,521.69
Type "OE" Pole, Spare, Special	4.000 Ea @ \$2,548.11/Ea	10,192.44
Type "OF" Lighting Standard, Special	5.000 Ea @ \$1,785.00/Ea	8,925.00
Rem Guardrail, Install Buffer End Secs, Dispose of Gate Steel Bars	1,850.000 Dlr @ \$1.00/Dlr	1,850.00
Emergency Sewer Repair	8,232.770 Dlr @ \$1.00/Dlr	8,232.77
Damaged Underground Comcast Facilities	8,536.760 Dlr @ \$1.00/Dlr	8,536.76
Temporary Fence at Skating Rink	330.750 Dlr @ \$1.00/Dlr	330.75
Hydrant, Adj	1.000 Ea @ \$1,814.00/Ea	1,814.00
Rem Spec Mrkg	750.500 Sft @ \$2.26/Sft	1,696.13
Total		<u>\$165,267.55</u>

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

The extra work items; 2 - #10 + Grd, Special; 4 - #6 + 10 - #4 + 2 - #4+ Grd, Special; 10 - #6 + 12 - #4 + 6 - #2 + Grd, Special; 10 - #6 + 22 - #4 + 8 - #2 + Grd, Special; and Type "OE" Lighting Standard, Special were established on previous contract modifications. Each of these items are 100% funded by the Macomb County Road Commission. All costs for these items were negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and are reasonable when compared to similar project work and MDOT's Average Unit Price Index for the local region. The increase to these items will adjust previously authorized quantities to the current as-constructed quantities.

The contractor was directed to reconstruct existing drainage structures, which were beyond repair. This extra item will provide for the proper drainage of water and continued support of the roadway. The extra unit cost for Dr Structure, Reconstruct was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for the local region.

Additional pavement markings were added to enhance the safety and traffic flow delineation for the new traffic roundabout. These items were omitted during design. The extra unit cost for; Pavt Mrkg Ovly, Polyurea, Thru; Pavt Mrkg Ovly, Polyurea, Thru and Lt Turn Arrow Symbol; and Pavt Mrkg Ovly, Polyurea, Yield Legend were negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and are reasonable when compared to MDOT's Average Unit Price Index for the local region.

A plan revision was issued and the new parking lot at Dodge Park was increased in size. The pavement marking of the new parking lot was omitted from the original work items. A request to add the pavement marking work was received by the local city agency. This extra item is 100% funded by the Macomb

County Road Commission. The extra cost for Stripe Parking Lot was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for the local region.

Irrigation systems were added to water the grass greenway between the curb and the roadway right-of-way, as well as to irrigate the landscaped area at Dodge Park. This work was omitted during the design phase and was added thru a request by the local city agency to be able to maintain landscaped areas within the public right-of-way. This extra item is 100% funded by the Macomb County Road Commission. The extra cost for Additional Irrigation System was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for the local region.

Several irrigation systems were damaged during construction activities. These systems were in private property areas that were adjacent to the project work. In order to complete project work additional excavation was necessary in these areas. The additional excavation caused damage to the irrigation systems. Private property utilities such as irrigation systems are not marked as part of MISS DIG system. These irrigation systems were not shown on the plans nor were they considered incidental to other contract work. Therefore, the irrigation systems were restored to original condition as an extra work item. The extra cost for Irrigation System, Restoration was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for the local region.

An existing electrical line was damaged at Dodge Park. The property for the park was donated and the presence of private electrical lines was not determined before construction operations began. While planting project trees in this area the excavation work damaged an existing electrical line. The contractor was directed to repair the conduit and rewire the lighting system. The extra cost for Repair Conduit and Wire in Parking Lot is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

The local city agency requested spare poles for emergency replacement purposes, as they were non-typical. The extra cost for Type "OE" Pole, Spare, Special was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to similar work bid on the project. This extra item is 100% funded by the Macomb County Road Commission.

The local city agency requested additional lighting to provide improved safety and visibility. This work was not included in the original plans. The extra cost for Type "OF" Lighting Standard, Special was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to similar work bid on the project. This extra item is 100% funded by the Macomb County Road Commission.

The Detroit Water and Sewage Department requested an access area within the existing guardrail. This access will allow for maintenance to its meter chamber facility. This will allow safer traffic movements and permit the maintenance vehicles to be off the roadway. The extra cost for Rem Guardrail, Install Buffer End Secs, Dispose of Gate Steel Bars was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for the local region.

A sanitary sewer pipe was damaged during construction activities. An emergency repair had to be completed to avoid sewer backups and damage to local residences. The lead was not shown on the plans nor marked during the MISS DIG request. The location of this end run of sewer was not known by any parties prior to construction activities. Therefore, it was determined that the damage was not the fault of the contractor. The emergency repair work was completed by a subcontractor to the local agency that

owns the sewer system. This extra will compensate the contractor to reimburse the local city agency for the emergency sewer repairs. The extra cost for Emergency Sewer Repair is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

An existing underground cable was damaged during construction operations. Water got into a handhole for an extended period and deteriorated a spliced cable connection. It was determined that the contractor was not at fault for this damage. A directional bore to the facility that was served by this line was completed to replace the damaged line. The extra cost for Damaged Underground Comcast Facilities was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable based on comparable work in MDOT's Average Unit Price Index.

Temporary fencing was installed at a local skating rink for safety reasons. The project extended into the winter season and placement of permanent fence was not practical. Temporary safety fencing was placed until the permanent fence could be installed in milder weather. The extra cost for Temporary Fence at Skating Rink was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for the local region.

An existing hydrant and valve box were adjusted to the proper grade per the local city agency standards. This adjustment will provide safety for the motorists and protect the hydrant from damage. The adjustment will place the hydrant and valve box in the proper location for use by fire fighting personnel and protection from the potential impact from errant vehicles. The extra cost for Hydrant, Adj was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to average unit prices for the local region. This extra item is 100% funded by the Macomb County Road Commission.

Pavement markings at the project roundabout were detracting from the overall safe operation. An overall operational review of the roundabout was performed. Some pavement markings were removed to enhance safety and properly channel traffic flow. The extra cost for Rem Spec Mrkg was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for the local region.

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

This Extra was recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and is now recommended for approval by the State Administrative Board on March 1, 2005.

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, 65.15%; Macomb County, 34.85% (see above for specific pay item funding)

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

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

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

Selection: Low bid

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

Zip Code: 48312, 48313, 48314

212. **Extra 2005 - 36**

Control Section/Job Number: 23012-53225 MDOT Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Michigan Paving & Materials Co.
 P.O. Box 787
 Belleville, MI 48111
 Designed By: Consultant
 Engineer's Estimate: \$3,342,582.27

Description of Project:

4.39 mi of hot mix asphalt cold milling and resurfacing, curb replacement, geometric improvements, drainage improvements, streetscape enhancements and drive approach consolidation on I-69 BL from I-69 to southbound I-69 and on M-79 from the Grand Trunk Railroad to M-50 in the city of Charlotte, in Carmel Township, Eaton County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	April 1, 2004	
Original Contract Amount:	\$3,162,762.04	
Total of Overruns/Changes (Approved to Date):	70,752.01	+ 2.24%
Total of Extras/Adjustments (Approved to Date):	178,668.30	+ 5.65%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>45,331.78</u>	<u>+ 1.43%</u>
Revised Total	<u>\$3,457,514.13</u>	+ 9.32%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.89% over the original budget for an **Authorized to Date Amount** of \$3,412,182.35.

Approval of this extra will place the authorized status of the contract 9.32% or \$294,752.09 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r. 13

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

CM 5

Dr Structure Adj. Special	1.000 LS @ \$7,539.98/LS	\$7,539.98
Dr. Structure, Reconstruct	2.000 Ea @ \$550.00/Ea	1,100.00
Cover Adjustment Collar	34.000 Ea @ \$650.00/Ea	22,100.00
Sanitary Cleanout, Adjust	10.000 Ea @ \$300.00/Ea	3,000.00
Guardrail Curved Departing Terminal Type B	2.000 Ea @ \$880.00/Ea	1,760.00
Double Sided Street Name Signs	26.560 Sft @ \$30.00/Sft	796.80
Relocate Street Signs on New Post	4.000 Ea @ \$110.00/Ea	440.00
Damaged & Replaced Barricade Lights	43.000 Ea @ \$15.00/Ea	645.00
High Velocity Mulch Blanket	300.000 Syd @ \$2.50/Syd	750.00
Monument Box, Adj	9.000 Ea @ \$800.00/Ea	7,200.00
Total		<u>\$45,331.78</u>

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

The roadway grade was adjusted per the project plans. In one location, the existing drainage behind the curb was not accounted for in the project plans. Therefore, when the curbing was raised, water that was previously draining to the roadway began to flood the road right-of-way and private property. The flooding was deemed unsafe and a grading correction was necessary. The area was re-graded and an additional drainage structure was placed. The extra cost for Dr. Structure Adj. Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar work.

Two drainage structures were discovered to be in worse condition than anticipated during design. These structures were repaired to support the existing drainage system and the proper conveyance of water. The extra cost for Dr. Structure, Reconstruct was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar work.

Drainage structure covers (grates) were discovered to be unsafe after removal and replacement of the asphalt surface. The structure covers were several inches below the roadway grade and posed a safety issue to vehicular traffic. These drainage structure covers were not addressed in the project plans. The covers were repaired and adjusted to the proper roadway grade. The cost for extra item Cover Adjustment Collar was negotiated per section 103.04 of the 2003 Standard Specifications for Construction. The cost is considered reasonable when compared with MDOT's Average Unit Price Index for similar work.

Several sanitary sewer cleanouts were discovered to be below grade after final paving was completed. These structures were not addressed in the project plans and were low due to plan changes in the roadway grade. The cleanouts were adjusted to grade to provide proper operation and maintenance of the sewer system. The cost for extra item Sanitary Cleanout, Adjust was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is considered reasonable when compared with MDOT's Average Unit Price Index for similar work.

* Denotes a non-standard contract/amendment

The plans depicted the use of a straight guardrail end section. This depiction was not the proper application based on field conditions. The roadway was curving at the guardrail location and the proper end section should have reflected this condition. Therefore, the proper curved end section was placed in lieu of the straight section. The cost for extra item Guardrail Curved Departing Terminal, Type B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is considered reasonable when compared with MDOT's Average Unit Price Index for similar work. This extra will be partially offset by a future \$900.00 reduction in the original guardrail item, resulting in a net extra cost of \$860.00.

The existing street signs and posts were in worse condition than anticipated during the design phase. New streets signs and posts were placed to provide adequate information and enhanced safety to the motoring public. The cost for extra items Double Sided Street Name Signs and Relocate Street Signs on New Post was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is considered reasonable when compared with MDOT's Average Unit Price Index for similar work.

Section 812.04.A.5 of the 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 item Damaged & 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.

Several areas of slope restoration were steeper than originally anticipated during design. These areas required the placement of a high velocity mulch blanket. This blanket provides soil protection against erosion of steep roadway grades. The cost for extra item High Velocity Mulch Blanket was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is considered reasonable when compared with MDOT's Average Unit Price Index for similar work.

Several monument boxes were adjusted to the proper roadway grade during construction operations. These boxes were not addressed in the project plans or proposal. Monument boxes contain survey information that is used by transportation agencies and the public. These monuments are utilized for bounding properties and aligning roadways. As such, they need to be available for use at the proper grade and for motorist safety. The cost for extra item Monument Box, Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is considered reasonable when compared with MDOT's Average Unit Price Index for similar work.

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

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

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

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

Funding Source: FHWA, 81.28%; State Restricted Trunkline, 18.72%

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

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

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid
New Project Identification: This is an existing project already under contract.
Zip Code: 48813

213. **Extra 2005 - 37**

Control Section/Job Number: 82457-76020 Local Agency Project

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

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

Contractor: Ajax Paving Industries, Inc.
P.O. Box 7058
Troy, MI 48007

Designed By: Consultant
Engineer's Estimate: \$308,580.65

Description of Project:

1.4 mi of cold milling hot mix asphalt surface, cold milling concrete pavement, hot mix asphalt paving, guardrail modifications and pavement markings on Southfield Freeway Service Drive East from Van Born Road ramp to West Outer Drive, and 0.5 mi north of Outer Drive to city limits of Allen Park, in the city of Allen Park, Wayne County.

Administrative Board Approval Date:	March 16, 2004	
Contract Date:	April 27, 2004	
Original Contract Amount:	\$279,087.43	
Total of Overruns/Changes (Approved to Date):	41,802.56	+ 14.98%
Total of Extras/Adjustments (Approved to Date):	1,000.00	+ 0.36%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>84,526.50</u>	<u>+ 30.29%</u>
Revised Total	<u>\$406,416.49</u>	+ 45.63%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.34% over the original budget for an **Authorized to Date Amount** of \$321,889.99.

Approval of this extra will place the authorized status of the contract 45.63% or \$127,329.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 4

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

CM 2		
Curb, Rem	72.500 Ft @ \$13.00/Ft	\$942.50
Dr Structure, Adj, Add Depth	2.000 Ft @ \$312.00/Ft	624.00
Pavt Joint and Crack Repr, Det 7	8,296.000 Ft @ \$10.00/Ft	<u>82,960.00</u>
Total		<u>\$84,526.50</u>

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

The project plans showed numerous sections of curb and gutter removal and replacement. A pay item for curb removal was accidentally omitted from the project bid items. The sections of curb and gutter were removed and replaced as depicted in the project plans. The cost for the extra work item Curb, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar work of similar quantity.

A section of an existing drainage structure was in worse condition than anticipated during the design phase. An additional section was removed and replaced in order to provide adequate drainage and roadway support. The cost for the extra work item Dr Structure, Adj, Add Depth was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar work items of similar quantity.

Upon milling the existing asphalt surface, it was discovered that joint damage was more extensive than originally anticipated. The joint damage required correction in order to provide the proper support for the new asphalt layer. The cost for the extra work item Pavt Joint and Crack Repr, Det 7 was negotiated per section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for similar work of similar quantity.

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

These Extras were recommended for approval by the State Transportation Commission at its March 31, 2005, meeting, and are now recommended for approval by the State Administrative Board on April 5, 2005.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 81.85%; City of Allen Park, 18.15%
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48101

214. **Extra 2005 - 38**

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):	642,322.97	+ 3.22%
Total of Extras/Adjustments (Approved to Date):	1,366,719.09	+ 6.85%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>27,957.00</u>	<u>+ 0.14%</u>
Revised Total	<u>\$21,993,097.40</u>	+ 10.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.07% over the original budget for an **Authorized to Date Amount** of \$21,965,140.40.

Approval of this extra will place the authorized status of the contract 10.21% or \$2,036,999.06 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
2005-01	30 r. 6	\$9,691.89	01/18/05

Contract Modification Number(s): 32 r. 5, 34

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

* Denotes a non-standard contract/amendment
 4/5/05

CM 32		
Culvert Cleanout	51.000 Ft @ \$5.70/Ft	\$290.70
HMA Curb Special	1,007.000 Ft @ \$4.00/Ft	4,028.00
Reconstruct Guardrail	187.600 Ft @ \$3.50/Ft	656.60
Replace Type C Lights on High Intensity Place Drums	36.000 Ea @ \$15.00/Ea	540.00
Replace Type C Lights on High Intensity Plastic Drums	18.000 Ea @ \$15.00/Ea	270.00
Sand Module Impact Attenuator, Reloc.	8.000 Ea @ \$210.00/Ea	1,680.00
Joint, Expansion, E2	94.205 Ft @ \$13.10/Ft	1,234.09
Pavt Mrkg, Spray Thermopl, 6 inch, White	5,870.000 Ft @ \$0.135/Ft	792.45
Pavt Mrkg, Spray Thermopl, 6 inch, Yellow	3,578.000 Ft @ \$0.135/Ft	483.03
Pavt Mrkg, Spray Thermopl, 12 inch, White	2,601.000 Ft @ \$0.25/Ft	650.25
Reflective Marker, Permanent Barrier	12.000 Ea @ \$10.00/Ea	120.00
Riprap, Heavy	86.440 Syd @ \$70.00/Syd	6,050.80
Sewer, C1 A, 12 inch, Tr Det B	40.000 Ft @ \$39.25/Ft	1,570.00
Sewer, C1 A, 18 inch, Tr Det B	40.000 Ft @ \$47.70/Ft	1,908.00
Underdrain Collar, 6"	12.000 Ea @ \$105.00/Ea	1,260.00
Trim & Repaint Link Plates for S03		3,780.00
Joint, Contraction, C2	16.000 Ft @ \$21.00/Ft	336.00
Masonry and Conc Structure, Rem	3.000 Cyd @ \$167.00/Cyd	501.00
Total		<u>\$26,150.92</u>

CM 34		
Cement	3.840 Ton @ \$137.00/Ton	\$526.08
Culv End Sect, Metal, 12 inch	2.000 Ea @ \$265.00/Ea	530.00
Culv End Sect, Metal, 18 inch	2.000 Ea @ \$375.00/Ea	750.00
Total		<u>\$1,806.08</u>

Grand Total **\$27,957.00**

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

CM 32

The following extra items were established in earlier contract modifications. These increases will adjust previously authorized quantities to the current as-constructed quantities.

Culvert Cleanout was inadvertently omitted from one of the projects within the master contract during the design phase. The cost for Culvert Cleanout is an original bid cost that was set up as extra work by the controlling office and should have been established as a modified original work item.

Asphalt curbing was placed along the edge of the roadway in two median locations to control erosion. This work was not included in the project plans, but was determined to be necessary to retain the existing soil on the project slopes. The extra cost for HMA Curb Special was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

Construction operations and planned work involved the temporary removal of guardrail. The guardrail needs to be reconstructed at the original location when project work is complete. The extra item Reconstruct Guardrail was needed to complete plan work, but was omitted from the original bid items. The extra cost for Reconstruct Guardrail was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

* Denotes a non-standard contract/amendment

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 work items Replace Type C Lights on High Intensity Plastic Drums and Replace Type C Lights on High Intensity Plastic Drums 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.

Temporary concrete barrier was called for in the project plans. For motorist safety, the blunt ends are protected with attenuation. The attenuation work item was omitted during the design phase, but was necessary for completion of project work. The extra cost for Sand Module Impact Attenuator, Reloc. was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to similar work on regional projects.

The plans depicted an incorrect type of expansion joint for the bridge approach slabs. The correct type of joint required, as depicted in the MDOT standard plans, was added to the contract. The extra cost for Joint, Expansion, E2 was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index. The cost for Joint, Expansion, E2 was completely offset by a previous reduction in the original joint item, Joint, Expansion, Erg.

The 2004 Appropriations Bill, Enrolled Senate Bill No. 265, Section 611, requires that the department, "use high-quality pavement marking materials for all state trunkline projects with a design life of ten years or greater." In 2003, MDOT implemented a change on all respective projects to incorporate high quality pavement markings. The pavement markings on this project were included with this directive change. The pavement markings on this project were widened as part of the high quality measures. The extra cost for Pavt Mrkg, Spray Thermopl, 6 inch, White; Pavt Mrkg, Spray Thermopl, 6 inch, Yellow; and Pavt Mrkg, Spray Thermopl, 12 inch, White was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index and original bid items.

Permanent reflective markers are required on new concrete barrier installations. These reflective markers help to delineate the barrier wall to passing motorists. Reflective markers were omitted from the original bid items, but were necessary to complete project work. The extra cost for Reflective Marker, Permanent Barrier was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar work.

The grades on the project were steep, causing greater water velocity in project ditches. This additional velocity can lead to erosion of adjacent soil. It was decided to place riprap throughout the project ditches to slow the conveyance of water and prevent erosion of soil. The riprap was omitted from the project plans, but was necessary for proper completion of project work. The extra cost for Riprap, Heavy was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar quantity work.

Proposed storm sewer work was shown throughout the project plans. The corresponding sewer work items were omitted from the original bid item list; therefore, these work items were established as extra work. The extra cost for Sewer, Cl A, 12 inch, Tr Det B and Sewer, Cl A, 18 inch, Tr Det B was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar quantity work.

The following extra work items are newly established on this contract modification.

Project construction staff reviewed the archived plans for previous projects and determined the underdrain outlets under the pavement were spaced approximately every 500 feet along the entire project. The existing underdrains need to be extended past the proposed widening in the median and along the shoulder of I-75. A collar is necessary to upsize from the existing 4-inch underdrain to the proposed 6-inch underdrain. This work was omitted in the project plans, but was necessary for project completion. The extra work item will compensate the contractor for locating, excavating, backfilling, and connecting the 6-inch collar. The extra cost for Underdrain Collar, 6" was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to similar work on regional projects.

The contractor field measured link plates for a bridge structure, as required in Section 713.03.C.1 of the Interim 2003 Standard Specifications for Construction. These measurements were approved by MDOT and sent to the fabricator to be fabricated according to the dimensions noted by the contractor. The new bridge design called for thicker and longer link plates according to the shop drawings. Upon delivery it was discovered the link plates would not fit the field conditions. The plates had to be cut, clipped, and repainted by the fabricator. The extra cost for Trim & Repaint Link Plates for S03 was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to similar work on regional projects.

Concrete pavement repairs that extend greater than 50 feet in length are required to have a C2 contraction joint. The existing pavement on a project ramp was in worse condition than anticipated during design. Extended pavement repairs were placed on this ramp along with the required C2 contraction joint. The extra cost for Joint, Contraction, C2 was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar quantity work.

An existing culvert had been partially washed out. Project staff determined that removal of the culvert headwalls was necessary. The extra work item Masonry and Conc Structure, Rem was necessary to facilitate the removal of two concrete headwalls associated with the culvert. The extra cost for Masonry and Conc Structure, Rem was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar quantity work.

CM 34

Additional cement was placed in locations requiring an early open to traffic timeframe. An early open to traffic time period is critical to establishments with one driveway opening and to emergency service providers. The extra unit cost for Cement was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

Culvert end sections were called for on the plans, but were omitted in the proposal bid items. The extra cost for Culv End Sect, Metal, 12 inch and Culv End Sect, Metal, 18 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's 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 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.
Selection: Low bid
New Project Identification: This is an existing project already under contract.
Zip Code: 48346, 48348, 48350, 48438, 48439, 48442, and 48480.

215. **Extra 2005 - 39**

Control Section/Job Number: 82022-45686A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. CM 31 and 32 have individual extras that exceed the \$100,000 Ad Board limit for reviewing extras.

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

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

Designed By: Consultant
 Engineer's Estimate: \$55,787,287.39

Description of Project:

4.20 mi of freeway reconstruction/realignment, interchange reconstruction, concrete pavement/ shoulders, and bridge replacements on I-94, Pelham Road to Beech Daly Road, over US-24 and Pelham Road, under Ecorse Road and Norfolk Southern Railroad, and on US-24, Ecorse Road to Van Born Road, in the cities of Taylor, Dearborn Heights and Allen Park, Wayne County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$56,869,331.33	
Total of Overruns/Changes (Approved to Date):	(1,700,293.95)	- 2.99%
Total of Extras/Adjustments (Approved to Date):	7,066,319.92	+ 12.43%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>669,703.84</u>	<u>+ 1.18%</u>
Revised Total	<u>\$62,905,061.14</u>	+ 10.61%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.44% over the original budget for an **Authorized to Date Amount** of \$62,235,357.30.

Approval of this extra will place the authorized status of the contract 10.61% or \$6,035,729.81 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-69	5 r. 13, 15 r. 5, 16 r. 15, 17 r. 2, 18, 19, 21	\$6,423,193.19	10/05/04
2005-18	23 r. 7, 24 r. 29	\$244,098.50	02/01/05

Contract Modification Number(s): 28 r. 9, 29 r. 6, 31 r. 11, 32 r. 4, 33 r. 7

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

CM 28

Exploratory Digging, Soft Dig, Vac-Truck		\$8,458.34
Structure Undercut Type 2 Special	10.000 Cyd @ \$141.00/Cyd	1,410.00
Video Taping Sewer & Culv Pipe, 21 inch	660.000 Ft @ \$0.80/Ft	528.00
Culv, CI C, 24 inch	112.000 Ft @ \$42.00/Ft	4,704.00
Dr Structure Lead, Cleaning, 12 inch	328.000 Ft @ \$2.12/Ft	695.36
Dr Structure Lead, Cleaning, 15 inch	132.000 Ft @ \$2.12/Ft	279.84
Sewer, CI E, 15 inch, Tr Det B	1,234.000 Ft @ \$32.00/Ft	<u>39,488.00</u>
Total		<u>\$55,563.54</u>

CM 29

Force Account for President's Motorcade		\$3,212.39
Extra Cost of Plan Revision B3 S13 & S14 of 82022		3,824.29
Force Account for Deck Grinding @ S17 of 82022		2,970.82
Install & Remove 4" Electric Pump	1.000 LS @ \$6,950.00/LS	6,950.00
Managing Diamond Grinding Slurry - EXTRA		30,000.00
Weekly Pump Rental	16.000 Wk @ \$770.00/Wk	12,320.00
TS, Three Way Span Wire Mtd, Salv	1.000 Ea @ \$346.00/Ea	346.00
TS, Two Way Span Wire Mtd, Salv	1.000 Ea @ \$346.00/Ea	<u>346.00</u>
Total		<u>\$59,969.50</u>

CM 31

Post Tensioning System S-13 & S-14 Arch Bridges		\$120,000.00
Anchorage for Post Tensioning		<u>86,500.00</u>
Total		<u>\$206,500.00</u>

CM 32

200 KW Generator, & Misc Electrical Equipment		\$109,820.80
DTE Mini Manhole 8x4x6	3.000 Ea @ \$4,700.00/Ea	14,100.00
2 - 4 inch Sch 40 PVC Direct Buried Conduits	2,500.000 Ft @ \$15.50/Ft	<u>38,750.00</u>
Total		<u>\$162,670.80</u>

* Denotes a non-standard contract/amendment

CM 33

Winter Protection for S-13 & S-14 Foundation Construction	\$90,000.00
F.A. S-17 & S-18 Backwall Construction	40,000.00
F.A. Re-steel Relocation for Backfilling Abuts A & B of S-13 and S-14	15,000.00
F.A. Barrier Wall Replacement on Pile Supported Pavt. at Ramp to M-39	25,000.00
F.A. Foundation Clean Out from May Rains S-13 & S-14 Foundation Excavations	10,000.00
F.A. Wingwall Approach Slab S-18 Extension	<u>5,000.00</u>
Total	<u>\$185,000.00</u>

Grand Total \$669,703.84

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

CM 28

The following extra work items were established on previous contract modifications: Exploratory Digging, Soft Dig, Vac-Truck; Structure Undercut Type 2 Special; Video Taping Sewer & Culv Pipe, 21 inch; Culv, CI C, 24 inch; Dr Structure Lead, Cleaning, 12 inch; and Dr Structure Lead, Cleaning, 15 inch. These increases adjust the previously authorized quantities to the current as-constructed quantities. The reasons for originally establishing these extras are described below.

The extra work item Exploratory Digging, Soft Dig, Vac-Truck was established to compensate the contractor for exploratory digging to locate utility and unknown buried facilities. This exploratory digging will reduce the possibility of damage to existing facilities. The cost for Exploratory Digging, Soft Dig, Vac-Truck is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Several sign locations were found to have poor soils that would not support the sign structure. The contractor was required to undercut these soils and replace with sound material. The extra cost for Structure Undercut Type 2 Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work on the project.

A design plan revision was issued during construction. The extra work item Culv, CI C, 24 inch was necessary per this plan revision. The extra cost for Culv, CI C, 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was deemed reasonable when compared with MDOT's Average Unit Price Index.

The extra work items Video Taping Sewer & Culv Pipe, 21 inch; Dr Structure Lead, Cleaning, 12 inch; and Dr Structure Lead, Cleaning, 15 inch were established to inspect and clean the existing sewer system. These items were omitted during the design phase. The cost for each extra work item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was deemed reasonable when compared with similar bid items.

The following extra item is newly established on this contract modification.

An existing storm sewer line between I-94 and the off ramp to M-39 was videotaped after construction operations began. The videotaping was completed to create a log of the existing system. This work was omitted during the design phase and should have been included. The sewer line was determined to be in poor condition, and was removed and replaced. The cost for the extra work item Sewer, CI E, 15 inch, Tr Det B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was deemed reasonable when compared to similar bid items.

CM 29

As directed by the United States Secret Service, the contractor was requested to provide staff to facilitate the traffic control requirements of law enforcement agencies on July 23, 2004, for the President's motorcade trip through the project site. The extra cost for Force Account for President's Motorcade is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A thrust block design error was discovered by the design staff while checking the contractor's form work submittal. A plan revision was issued to alter the S13 and S14 thrust block elevation. The thrust blocks anchor the bridge support arches. The contractor had already established his construction forms, and the forms had to be removed and altered per the plan revision. The extra cost for Extra Cost of Plan Revision B3 S13 & S14 of 82022 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

While constructing the bridge deck for the S17 structure, a camber problem was encountered. The bridge beams deflected greater than anticipated during design. This additional deflection caused bridge deck surface irregularities. The high points on the bridge deck were ground down to provide the proper cross section on the bridge deck. The extra unit cost for Force Account for Deck Grinding at S17 of 82022 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A temporary pump was installed to remove storm water at the pump station after completion of the new storm sewer system. The pump station electrical service was not established until 16 weeks after the completion of the storm sewer system. This was caused by a coordination issue between the designers and the electrical service company. The electrical service company did not interpret the electrical work in the same manner as the design staff. A temporary pump was necessary until the pump station electrical service was established. The extra item Install & Remove 4" Electric Pump will reimburse the contractor for installation and removal of the pump. The extra item Weekly Pump Rental will reimburse the contractor for weekly rental/maintenance charges and electrical service for the temporary pump during the active use period. The extra cost for Install & Remove 4" Electric Pump was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was deemed reasonable when compared with similar original bid items on the project. The extra cost for Weekly Pump Rental was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was deemed reasonable when compared with the similar region force account work. A portion of the cost is the actual electrical invoice for service.

The extra item Managing Diamond Grinding Slurry – EXTRA is being established to provide a budget for the additional cost of managing the slurry that results from diamond grinding operations. A special provision for managing diamond grinding work was added to the contract after commencement of construction operations. This special provision was required based on statewide discussions between MDOT and the Michigan Department of Environmental Quality. The extra cost for Managing Diamond Grinding Slurry – EXTRA will be reimbursed to the contractor based on a negotiated cost per Section 103.04 of the 2003 Standard Specifications for Construction. The cost will be compared with force account records for similar work on other projects in the region in order to determine reasonableness.

Traffic signals were needed to safely and efficiently maintain traffic during construction operations. These signal items were inadvertently omitted from one of the projects within the master contract during the design phase. The costs for TS, Three Way Span Wire Mtd, Salv and TS, Two Way Span Wire Mtd, Salv are original bid costs that were set up as extra work and should have been established as modified original work items.

CM 31

The MDOT Metro Region Engineer has instructed the Allen Park project office to add the post tensioning system to the proposed S-13 and S-14 bridge structures. The system is being added to the structures during the construction phase to provide a redundant system to control the tensile forces in the longitudinal foundation tie. The post tensioning system will work in conjunction with the longitudinal tie in resisting the tensile force that will be added into the longitudinal tie during the construction, and the live loading of the structures. The tensioning of the tendons allows the engineers to counteract the tensile forces during the various stages of construction. The tensioning system allows the engineer more control over the movement of the structure during construction and during the service life of the structure. The item Post Tensioning System S-13 & S-14 Arch Bridges is being established to create a budgeted amount. The project office has received a preliminary cost estimate from the project designers as a reference to the contractor's price, which will be submitted at a later date. A comparison will be made between both cost estimates and a final dollar amount will be negotiated by the engineer and the contractor per Section 103.04 of the 2003 Standard Specifications for Construction. The extra work item Post Tensioning System S-13 & S-14 Arch Bridges is 100% funded by MDOT, since the post tensioning system was added to the structures as a proactive redundant system. The project designers did not require the tensioning system, but MDOT believes that the system will benefit the overall structure.

The extra work item Anchorages for Post Tensioning was added by the direction of the MDOT region office to facilitate the installation of the post tensioning system for the proposed S-13 and S-14 structures. The anchorages are being added to the ends of the thrust blocks for the post tensioning tendons. The item Anchorages for Post Tensioning is being established to create a budgeted amount. The project office has received a preliminary cost estimate from the project designers as a reference to the contractor's submitted price. A comparison will be made by the engineer and the contractor, and a final dollar amount will be negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The submitted cost will be compared to similar work for assurance of reasonableness.

CM 32

It was decided to provide a secondary power source to the project pump station in order to provide backup power in the event that the primary power grid lost power. The original energy service provider gave notice to MDOT that they are unable to provide a backup power feed to the pump station. A natural gas main is located within the vicinity of the new pump station and the gas company is allowing MDOT to tap a service into the gas main. This gas service will allow the use of a natural gas generator that will provide electrical service to the pump station. The natural gas generator will allow the pumping system to run at 50% capacity during a power outage. Furthermore, the gas generator will also provide backup electrical power to the traffic signals at the interchange. The cost for extra item 200 KW Generator, & Misc Electrical Equipment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is considered reasonable when compared with similar work in the region.

Additional electrical manholes and conduits were needed to supply the primary power to the pump station. These manholes and conduits were necessary, as the location of the primary power feed was altered by the local electric company. The cost for extra items DTE Mini Manhole 8x4x6 and 2 – 4 inch Sch 40 PVC Direct Buried Conduits were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and are considered reasonable when compared to similar bid items on the project.

CM 33

The extra item Winter Protection for S-13 & S-14 Foundation Construction is being established to provide a budget for the cost of winter insulating operations that are necessary for curing the substructure concrete that is to be poured this winter. The substructure concrete has ground granulated blast furnace slag incorporated in the mix design and monitoring/maintaining the concrete temperature will be imperative to achieve the proper strength of concrete. There are two possible methods to maintain the

concrete temperature as required and this extra will establish a budget based on the worst case scenario. The project office has requested a daily force account breakdown cost for each method. The contractor has provided a chart that indicates the daily cost to run each operation. MDOT will compensate the contractor by making payment for the specific method used based on the number of days of operation. The daily cost submittals were negotiated and considered reasonable when compared to force account submittals for similar work. The alternative dispute resolution process will be reviewed with regard to the winter protection issue, where design plans do not adequately portray what was required to be built.

The extra item F.A. S-17 & S-18 Backwall Construction is being established to set up a budget for the construction of the S-17 and S-18 back walls. The back wall elevations were changed based on field conditions, and additional work was necessary. The extra cost for this item will be reimbursed to the contractor based on daily force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The extra item F.A. Re-steel Relocation for Backfilling Abuts A & B of S-13 and S-14 is being established to set up a budget for the delays in bridge construction. Due to delays in bridge construction from the approved extension of time requests, materials and equipment had to be relocated so the backfilling of the S-13 and S-14 abutments could begin. The final cost for extra item F.A. Re-steel Relocation for Backfilling Abuts A & B of S-13 and S-14 will be negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost will be compared with MDOT daily records and force accounts records for similar work to assure cost reasonableness.

The extra item F.A. Barrier Wall Replacement on Pile Supported Pavt. at Ramp to M-39 is being established to set up a budget for construction of a concrete barrier wall. The project plans called for a barrier wall transition from the existing barrier to the new barrier at the east end of the project. The existing wall had significantly more damage than anticipated during the design phase. Therefore, additional barrier wall was removed and replaced. The extra cost for this item will be reimbursed to the contractor based on daily force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The extra item F.A. Foundation Clean Out from May Rains S-13 & S-14 Foundation Excavations is being established to set up a budget for cleanup work associated with the heavy rainfalls in May of 2004. The sewer system had not been completed and surface runoff water from the sewer system overflowed into the bridge foundation excavations. In order to keep the project on time, the contractor was directed to remove the excess water. The cost for F.A. Foundation Clean Out from May Rains S-13 & S-14 Foundation Excavations will be negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost will be compared to the daily records maintained by MDOT staff and force account records for similar work to assure cost reasonableness.

The extra item F.A. Wingwall Approach Slab S-18 Extension is being established to set up a budget for extension of a wingwall. The overhang on a proposed bridge deck was increased due to an alignment modification. As the overhang dimension increased, the supporting wingwall dimension was also increased. The extra cost for F.A. Wingwall Approach Slab S-18 Extension is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This extra was recommended for approval by the State Transportation Commission at its March 31, 2005 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA., 90%; State Restricted Trunkline, 8.92%, City of Allen Park, 0.01%; City of Taylor, 1.07% (see above for specific pay item funding)
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid
New Project Identification: This is an existing project already under contract.
Zip Code: 48180, 48101, 48125

216. **Extra 2005 - 41**

Control Section/Job Number: 29012-46573A MDOT Project

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

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

Contractor: Fisher Contracting Company
P.O. Box 1787
Midland, MI 48641

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

Description of Project:

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

Administrative Board Approval Date:	November 19, 2002	
Contract Date:	December 26, 2002	
Original Contract Amount:	\$7,091,546.67	
Total of Overruns/Changes (Approved to Date):	(520,993.77)	- 7.35%
Total of Extras/Adjustments (Approved to Date):	855,988.41	+ 12.07%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>44,193.98</u>	<u>+ 0.62%</u>
Revised Total	<u>\$7,470,735.29</u>	+ 5.34%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.72% over the original budget for an **Authorized to Date Amount** of \$7,426,541.31.

Approval of this extra will place the authorized status of the contract 5.34% or \$379,188.62 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-91	40 r. 8, 41 r. 2, 42 r. 1	\$ 607,820.59	12/07/04

Contract Modification Number(s): 44 r. 8

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

CM 44

Removal of Oversize Portion of Conc Fnd	1.000 ea @ \$10,222.10/ea	\$10,222.10
HMA, 5E3, AWI Price Adjustment	12,353.410 t @ \$2.75/t	33,971.88
Total		<u>\$44,193.98</u>

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

During construction operations, an oversized foundation was encountered on the existing structure. The plans did not address this issue. In order to place the piling for the new bridge footing, it was necessary to remove the existing oversized foundation. The extra cost for Removal of Oversize Portion of Conc Fnd was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with MDOT’s Average Unit Price Index.

New AWI standards were issued by MDOT during the active construction operations on this project. The new standards provided improved quality material used for making the top course of hot mix asphalt. This change was implemented after project award, therefore a cost adjustment was deemed reasonable. The extra cost for HMA, 5E3, AWI Price Adjustment is based on the additional material cost per ton to meet the new AWI guidelines and was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. A material cost breakdown was provided to the engineer during negotiations. The cost was determined to be reasonable when compared with similar AWI additional costs on several projects within the Region.

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

These Extras were recommended for approval by the State Transportation Commission at its March 31, 2005 meeting, and are now recommended for approval by the State Administrative Board on April 5, 2005.

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: State Restricted Trunkline, 100%

* Denotes a non-standard contract/amendment

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

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

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

Selection: Low bid

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

Zip Code: 48880

217. **Extra 2005 - 42**

Control Section/Job Number: 44008-39060A 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: Walter Toebe Construction Co.
29001 Wall Street
Wixom, MI 48393

Designed By: Consultant
Engineer's Estimate: \$1,308,302.50

Description of Project:

Removal of a three-span concrete bridge and construction of a three-span precast concrete box beam bridge and related approach work on Genesee Road over Grand Trunk Western Railroad in Elba Township, Lapeer County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 13, 2003	
Original Contract Amount:	\$1,080,689.39	
Total of Overruns/Changes (Approved to Date):	50,261.50	+ 4.65%
Total of Extras/Adjustments (Approved to Date):	63,539.91	+ 5.88%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>23,245.72</u>	<u>+ 2.15%</u>
Revised Total	<u>\$1,217,736.52</u>	+ 12.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.53% over the original budget for an **Authorized to Date Amount** of \$1,194,490.80.

Approval of this extra will place the authorized status of the contract 12.68% or \$137,047.13 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r. 2

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

CM 6

Idle Equipment Extra		\$8,331.53
Labor, Extra		4,653.08
Equipment Rental Extra		5,451.00
Seed, MDOT Class A Mixture Extra	50.000 Lb @ \$1.6316/Lb	81.58
Barric, Type III, High Intens, Lighted, Furn Adjustment	6.000 Ea @ \$83.53291/Ea	501.20
Barric, Type III, High Intens, Lighted, Oper Adjustment	6.000 Ea @ \$1.85629/Ea	11.14
Fertilizer, Chemical Nutrient, CI A Extra	28.500 Lb @ \$0.82316/Lb	23.46
Mulch Blanket Extra	277.000 Syd @ \$0.92054/Syd	254.99
Riprap, Heavy Extra	79.600 Ton @ \$46.96922/Ton	3,738.75
Sign, Type B, Temp, Furn Adjustment	268.000 Sft @ \$0.55688/Sft	149.24
Sign, Type B, Temp, Oper Adjustment	268.000 Sft @ \$0.18563/Sft	49.75
Total		<u>\$23,245.72</u>

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

An existing railroad communication line was in conflict with construction operations. The railroad company was requested to relocate the power line to allow construction to continue. Furthermore, the railroad company did not provide a railroad flag person during initial construction operations. A flagperson is required to maintain safety to passing trains and construction personnel. The contractor was delayed while waiting for relocation of the communication line and waiting for the daily flag person to arrive. The extra cost for Idle Equipment Extra is based on Section 109.03.C.2 of the Interim 2003 Standard Specifications for Construction, which references force account methods as described in Section 109.07.

A drainage problem was discovered under the bridge along the railroad. This issue was not addressed in the project plans, but correction was necessary. The contractor was directed to repair the drainage issue and stabilize the slope. The extra work included ditch cleanout, seeding, fertilizer, mulch blanket, and heavy rip rap. The extra item Labor, Extra will compensate the contractor for the associated labor costs for this extra work and is based on force account records, per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

The equipment costs associated with the drainage and slope repair problem were paid with the extra item Equipment Rental Extra. The extra cost is based on force account records, per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

All of the associated material costs necessary for the previously discussed drainage and slope repair issue were paid separately. The extra cost for Seed, MDOT Class A Mixture Extra; Fertilizer, Chemical Nutrient, CI A Extra; Mulch Blanket Extra; and Riprap, Heavy Extra are based on force account records, per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

Section 812.04, Item T of the Interim 2003 Standard Specifications for Construction requires adjustments in the original contract unit prices for those traffic control items required to be used on the project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 62 days without the assessment of liquidated damages. The required traffic control items during the extended time frame were Barric, Type III, High Intens, Lighted, Furn Adjustment; Barric, Type III, High Intens, Lighted, Oper Adjustment; Sign, Type B, Temp, Furn Adjustment; and Sign, Type B, Temp, Oper Adjustment. The unit price adjustment was calculated per the specification section listed

* Denotes a non-standard contract/amendment

above. Therefore, the cost for this extra was determined as a contract mandated extra cost per the formula in Section 812.04, Item T 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 recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 80%; State Restricted Trunkline, 15%; Lapeer County, 5%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid
New Project Identification: This is an existing project already under contract.
Zip Code: 48446

218. **Extra 2005 - 45**

Control Section/Job Number: 81032-53712A MDOT Project

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

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

Contractor: Rauhorn Electric, Inc.
51997 Schoenherr
Shelby Twp., MI 48315

Designed By: MDOT
 Engineer's Estimate: \$391,279.76

Description of Project:

Traffic signal upgrading on US-12BR/M-17 at eight (8) locations from Hamilton Street easterly to Ecorse Road, in the city of Ypsilanti, Washtenaw County.

Administrative Board Approval Date:	August 20, 2002	
Contract Date:	September 19, 2002	
Original Contract Amount:	\$317,165.70	
Total of Overruns/Changes (Approved to Date):	(5,302.50)	- 1.67%
Total of Extras/Adjustments (Approved to Date):	47,343.04	+ 14.93%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>20,603.98</u>	<u>+ 6.50%</u>
Revised Total	<u>\$379,810.22</u>	+ 19.76%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.26% over the original budget for an **Authorized to Date Amount** of \$359,206.24.

Approval of this extra will place the authorized status of the contract 19.76% or \$62,644.52 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r. 1, 6

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

CM 5

Conc Pavt, Nonreinf, 260 mm	14.210 m2 @ \$82.00/m2	\$1,165.22
Sidewalk, Conc, 100 mm	52.200 m2 @ \$65.00/m2	<u>3,393.00</u>
Total		<u>\$4,558.22</u>

CM 6

Equipment Grounding Wire, 1/c #6	400.000 m @ \$3.00/m	\$1,200.00
Exploratory Digging for Utility Conflicts	1.000 ea @ \$2,845.76/ea	2,845.76
Strain Pole Foundation Modifications	1.000 ea @ \$12,000.00/ea	<u>12,000.00</u>
Total		<u>\$16,045.76</u>

Grand Total

\$20,603.98

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

CM 5

Each work item on this contract modification adjusts previously authorized quantities to the current as-constructed quantities.

The project plans indicated that new signal cable was to be installed through existing conduits. It was determined that the existing conduits were in extremely poor condition and pulling the cable through was not a possibility. The next placement option was determined to be a directional bore. Existing utility conflicts prevented the completion of the directional bore; therefore, placement of conduit and signal wire was completed with open trench excavation and backfill methods. The replacement of the roadway in the excavated trench, including the curb and gutter, will be compensated with the extra item Conc Pavt, Nonreinf, 260 mm. Sidewalk in the trench area will be removed and replaced to allow placement of the conduit. The extra item Sidewalk, Conc, 100 mm will compensate the contractor for this work. The extra unit cost for Sidewalk, Conc, 100 mm and Conc Pavt, Nonreinf, 260 mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared with similar quantity work on similar projects.

CM 6

The general project specifications for signal work were altered for safety reasons after project construction activities had begun. As part of the alterations, an additional grounding wire was required to maintain safety to personnel working on the traffic signals. The cost for extra item Equipment Grounding Wire, 1/c #6 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared with similar quantity work on similar projects.

* Denotes a non-standard contract/amendment

The contractor experienced significant utility conflicts while attempting to install the proposed foundations per the project plans. These conflicts caused delays while additional information was collected concerning the proposed foundation location. In an effort to reduce delays and the corresponding idle equipment claims, the contractor was directed to perform exploratory excavations at two locations. The exploratory excavation work will minimize project delays and delay/idle equipment claims. The extra cost for Exploratory Digging for Utility Conflicts was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT daily records of work activities.

The project involved extensive utility conflicts resulting in approved time extensions. Additional delay and labor costs were submitted by the contractor for differing site conditions per Section 103.02 of the 1996 Standard Specifications for Construction. The differing site conditions were due to utility conflicts, which caused a change in the character of work and loss of efficiency in production. The extra cost for Strain pole Foundation Modifications was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT daily records of work activities.

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

These Extras were recommended for approval by the State Transportation Commission at its March 31, 2005 meeting, and are now recommended for approval by the State Administrative Board on April 5, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 100%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid
New Project Identification: This is an existing project already under contract.
Zip Code: 48197, 48198

219. **Extra 2005 - 46**

Control Section/Job Number:	82121-47069A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. Also, CM's 40 and 43 have individual extras that exceed the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras. Also, CM's 40 and 43 have individual extras that exceed the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Ajax Paving Industries, Inc. P O Box 7058 Troy, MI 48007	

Designed By: MDOT
 Engineer's Estimate: \$5,789,356.96

Description of Project:

3.1 mi of hot mix asphalt cold milling and resurfacing, detail joint repairs, pavement repairs, curb and sidewalk replacements, and two bridge replacements (B01 eastbound and B02 westbound) on M-5 from Marene Street to M-102 over the Rouge River in the cities of Detroit and Livonia in Redford Township, Wayne County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	395,802.16	+ 6.39%
Total of Extras/Adjustments (Approved to Date):	707,149.89	+ 11.41%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>1,015,922.09</u>	<u>+ 16.40%</u>
Revised Total	<u>\$8,314,565.95</u>	+ 34.20%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.80% over the original budget for an **Authorized to Date Amount** of \$7,298,643.86.

Approval of this extra will place the authorized status of the contract 34.20% or \$2,118,874.14 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-04	10 r. 4	\$162,225.00	03/02/04
2004-64	22 r. 4, 23 r. 1, 24 r. 2, 25 r. 1, 26 r. 3, 27 r. 2, 28 r. 2, 31 r. 2	\$562,303.65	10/05/04
2005-26	30 r. 1, 33 r. 1, 36 r. 4, 37 r. 6	\$128,376.95	03/01/05

Contract Modification Number(s): 38 r. 2, 39 r. 3, 40 r. 2, 41 r. 1, 42 r. 1, 43 r. 1

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

CM 38

Dr Structure, Cleaning – Special – Westbound M-5	1.000 Ea @ \$1,394.59/Ea	\$1,394.59
High Intensity Light, Type B, Furn	2.000 Ea @ \$157.50/Ea	315.00
High Intensity Light, Type B, Oper	2.000 Ea @ \$52.50/Ea	105.00
Total		<u>\$1,814.59</u>

CM 39

Existing Timber Foundation Piles, Rem		\$70,000.00
Existing Timber Foundation Piles (B01), Rem		55,000.00
Total		<u>\$125,000.00</u>

* Denotes a non-standard contract/amendment

CM 40		
B02 Demolition Adjustment		<u>\$300,000.00</u>
Total		<u>\$300,000.00</u>
CM 41		
Vibration Monitoring, 10-Hr. Day	16.000 Ea @ \$742.50/Ea	\$11,880.00
Vibration Monitoring – Overtime Hrs.	13.000 Ea @ \$82.50/Ea	<u>1,072.50</u>
Total		<u>\$12,952.50</u>
CM 42		
Post Hole Through Conc for Steel Post	22.000 Ea @ \$52.50/Ea	<u>\$1,155.00</u>
Total		<u>\$1,155.00</u>
CM 43		
Contract Work, Adjustment		<u>\$575,000.00</u>
Total		<u>\$575,000.00</u>
Grand Total		<u>\$1,015,922.09</u>

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

CM 38

Several drainage structures were completely plugged with debris. Cleaning of these structures was essential to evaluate the existing condition for possible replacement, and for the proper conveyance of water from the roadway surface and roadbed. The cost for Dr Structure, Cleaning – Special – Westbound M-5 is based on force account records, per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

Contract work requires the placement of temporary concrete barrier for safety reasons. When temporary concrete barrier has a point of intersection between a tapered section and a tangent section, a high intensity light mounted to the temporary barrier is required. These lights were omitted from the project plans. The lights are furnished and operated during the life of the project. The extra cost for High Intensity Light, Type B, Furn and High Intensity Light, Type B, Oper was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is considered reasonable when compared to MDOT's Average Unit Price Index.

CM 39

This contract modification will increase the previously authorized quantities to the current budgeted amount.

Existing timber piles were discovered while removing the bridge foundation. These timber piles were in direct conflict with the proposed work. After further investigation, it was determined that removal of the existing piles was necessary. This extra work also required additional sheeting and bracing during construction operations. The existing timber pile conflict was discovered at two bridges. Two previous contraction modifications established the extra work item for each bridge. The unit cost for Existing Timber Foundation Piles, Rem and Existing Timber Foundation Piles (B01), Rem is based on force account records, per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

CM 40

After commencing demolition activities on the B02 bridge deck, it was discovered that the existing bridge deck was substantially thicker than shown on the plans. Upon review of the project plans, it was determined that details for the B02 structure actually showed details for the B01 structure. It was also

* Denotes a non-standard contract/amendment

discovered that the existing abutments were placed on timber piles. The plans do not include removal of these piles, but it was determined by MDOT that the existing timber piles would require removal. The pile removal requires additional care during the demolition of the abutments in order to preserve the tops of the timber piles so extraction can occur. Each of these factors contributed to a differing site condition. It was agreed to process an adjustment to the work, per the method described in Section 103.03 of the Interim 2003 Standard Specifications for Construction. The extra item B02 Demolition Adjustment will establish a budget to compensate the contractor for a differing site condition.

CM 41

This contract modification will increase the previously authorized quantities to the current as-constructed quantities. Additional vibration monitoring is necessary for the removal of the existing timber piles.

It was determined that monitoring of vibrations caused by construction related activities was necessary. The Detroit Edison Company (DTE) has sensitive equipment running along the bridge deck and the contractor had to remain within certain vibration limits; this requirement was inadvertently left out of the plans. Vibration monitoring will ensure that the existing facilities are not subject to any vibrations that may cause unseen damage. The extra cost for Vibration Monitoring, 10-Hr. Day and Vibration Monitoring – Overtime Hrs. was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared with MDOT's Average Unit Price Index and similar work. Reimbursement of extra costs will be pursued with the utility.

CM 42

Placement of new traffic signs is a part of this project. The traffic signs were to be placed in sections of roadway where the existing surface was concrete. The project plans omitted an original work item for placement of sign posts through a concrete surface. The extra item, Post Hole Through Conc for Steel Post will compensate the contractor for placing sign posts through the existing concrete surface, per Section 810.03.F of the Interim 2003 Standard Specifications for Construction. The extra cost for Post Hole Through Conc for Steel Post was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

CM 43

This contract modification will increase the previously authorized quantities to the current budgeted amount. Differing site conditions resulted in extra work that was not included in other extra work or any original contract items. The issues related to the differing site conditions include, delayed start of construction due to asbestos investigation and removal, alignment discrepancies, existing bridge deck thickness, vibration restrictions, and the buried existing roadway that interfered with the stage line sheeting.

This adjustment was created per Section 103.03 of the 2003 Interim Standard Specifications for Construction to compensate the contractor for additional work caused by differing site conditions not found until work began on the B01 structure. Once work began, it was determined that an asbestos investigation was needed at this structure. The investigation determined that there was asbestos at the site, which needed to be removed before bridge demolition could safely begin. This determination substantially delayed the starting time of the demolition.

After starting demolition, it was discovered that the bridge deck was substantially thicker and in a different location than shown on the plans, creating extra work for the contractor. DTE has sensitive equipment at their adjacent location and the contractor had to remain within certain vibration limits; this requirement was inadvertently left out of the plans. Sheet piling was required in several locations. Once driving began, it was discovered that there was buried pavement not shown on any plans, which had to be removed before the sheet pile driving could continue. It was agreed to process an adjustment to the work, per the method described in Section 103.03.A of the Interim 2003 Standard Specifications for

* Denotes a non-standard contract/amendment

Construction. This extra work adjustment will compensate the contractor for the work required due to differing site conditions. Final force accounts records per Section 109.07 will be utilized as referenced in Section 103.03.A to determine the final cost.

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

These Extras were recommended for approval by the State Transportation Commission at its March 31, 2005 meeting, and are now recommended for approval by the State Administrative Board on April 5, 2005.

Purpose/Business Case: This extra makes payment provision for operating and relocating the moveable concrete barrier that is part of the original contract.

Benefit: The switching of the barrier from the edge of one lane to the edge of another lane allows for the alternating direction of public traffic to occur during the construction phase of the project.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36%

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 location of this project has an extremely large traffic volume. Switching of traffic lane travel directions allows freer movement through the influence area of the construction zone during the varying directional volumes of traffic.

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

Selection: Low bid.

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

Zip Code: 48219.

OVERRUNS

220. **Overrun 2005 - 19**

Control Section/Job Number: 47900-59101A Local Agency Project

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

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

Contractor: Severance Electric Co., Inc.
4140 Rollridge
Kalamazoo, MI 49004

Designed By: Consultant
Engineer's Estimate: \$379,780.00

Description of Project:

Traffic signal interconnect installation on Grand River Avenue from Chalis Road to Church Street, in the city of Brighton, Livingston County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 20, 2003	
Original Contract Amount:	\$229,641.90	
Total of Overruns/Changes (Approved to Date):	22,964.19	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	36,106.00	+ 15.72%
THIS REQUEST	<u>14,550.95</u>	+ <u>6.34%</u>
Revised Total	<u>\$303,263.04</u>	+ 32.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 25.72% over the original budget for an **Authorized to Date Amount** of \$288,712.09.

Approval of this overrun will place the authorized status of the contract 32.06% or \$73,621.14 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:

Contr & Cab, Solid State Actuated, Deliv	1.000 Ea @ \$14,550.95/Ea	<u>\$14,550.95</u>
Total		<u>\$14,550.95</u>

Reason(s) for Overrun(s):

Additional traffic signals were installed at two locations. Traffic signals at these locations were omitted from the design plans, but were necessary for the safe and orderly progression of traffic. The original

* Denotes a non-standard contract/amendment

work item Contr & Cab, Solid State Actuated, Deliv will compensate the contractor for delivering the traffic signal controller and cabinet. Original work items that remained under budget were used for the installation of the traffic signal.

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

This Overrun was recommended for approval by the State Transportation Commission at its March 31, 2005 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2005.

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

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

Funding Source: FHWA, 100%

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48116.

221. **Overrun 2005 - 20**

Control Section/Job Number:	73566-59530A	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:	A. J. Rehmus & Son, Inc. P.O. Box 611 Bay City, MI 48707	
Designed By:	Local Agency	
Engineer's Estimate:	\$694,491.80	

Description of Project:

0.26 mi of road reconstruction including concrete pavement, concrete curb and gutter, drainage structures, watermain replacement and pavement markings on Weiss Street from Michigan Avenue to Carrollton Road, in the city of Saginaw, Saginaw County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 14, 2004	
Original Contract Amount:	\$567,445.75	
Total of Overruns/Changes (Approved to Date):	56,744.58	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,850.00	+ 1.03%
THIS REQUEST	<u>23,000.00</u>	+ <u>4.05%</u>
Revised Total	<u>\$653,040.33</u>	+ 15.08%

* Denotes a non-standard contract/amendment

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.03% over the original budget for an **Authorized to Date Amount** of \$630,040.33.

Approval of this overrun will place the authorized status of the contract 15.08% or \$85,594.58 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Non Haz Contam Mat'l Handling & Disp, LM	575.000 Cyd @ \$40.00/Cyd	<u>\$23,000.00</u>
Total		<u>\$23,000.00</u>

Reason(s) for Overrun(s):

The amount of non-hazardous contaminated soil was underestimated during the design phase. Construction soil testing indicated the amount of contaminated soil was far greater than anticipated during design. The soil was removed and disposed of properly, as called for in the project plans. The work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

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

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, 62.84%; City of Saginaw, 37.16%

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid

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

Zip Codes: 48601

222. **Overrun 2005 - 21**

Control Section/Job Number:	82022-72648A	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	

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

Designed By: MDOT
Engineer's Estimate: \$482,776.90

Description of Project:

Painting bridge fascia beams, minor repairs, pedestrian fencing replacements and modifications on seven bridge structures and one pedestrian bridge on I-94 from M-39 interchange easterly to the Brooklyn pedestrian structure at Brooklyn Street in the cities of Dearborn and Detroit, Wayne County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 18, 2003	
Original Contract Amount:	\$475,375.98	
Total of Overruns/Changes (Approved to Date):	47,537.60	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	105,561.45	+ 22.21%
THIS REQUEST	<u>51,300.00</u>	+ <u>10.79%</u>
Revised Total	<u>\$679,775.03</u>	+ 43.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 32.21% over the original budget for an **Authorized to Date Amount** of \$628,475.03.

Approval of this overrun will place the authorized status of the contract 43.00% or \$204,399.05 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Hand Chipping, Other Than Deck	153.000 Cft @ \$175.00/Cft	\$26,775.00
Patch, Forming	327.000 Cft @ \$75.00/Cft	<u>24,525.00</u>
Total		<u>\$51,300.00</u>

Reason(s) for Overrun(s):

This project was established to perform bridge rehabilitation work. The existing structure at Lonyo Avenue was in worse condition than anticipated during design. When construction activities began, additional quantities of Hand Chipping, Other Than Deck and Patch, Forming were needed to properly repair the bridge structure.

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

This Overrun was recommended for approval by the State Transportation Commission at its March 31, 2005 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2005.

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 Trunklines, 100%

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid

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

Zip Codes: 48210

223. **Overrun 2005 – 22**

Control Section/Job Number: 18040-76560A 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: Central Michigan Contracting, Inc.
1601 E. Maple Road
Clare, MI 48617

Designed By: Consultant
Engineer's Estimate: \$650,358.00

Description of Project:

1.55 mi of roadway grading, including earthwork, peat excavation, swamp backfill, subbase, aggregate base, drainage improvements and slope restoration on Finley Lake Avenue from Cedar Road to Mannsiding Road and on Mannsiding Road from Finley Lake Avenue to Old State Avenue, in Lincoln Township, Clare County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 15, 2004	
Original Contract Amount:	\$388,092.42	
Total of Overruns/Changes (Approved to Date):	38,809.24	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	667.40	+ 0.17%
THIS REQUEST	<u>15,408.24</u>	+ <u>3.97%</u>
Revised Total	<u>\$442,977.30</u>	+ 14.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.17% over the original budget for an **Authorized to Date Amount** of \$427,569.06.

Approval of this overrun will place the authorized status of the contract 14.14% or \$54,884.88 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Backfill, Swamp	621.020 Cyd @ \$8.00/Cyd	\$4,968.16
Excavation, Peat	580.010 Cyd @ \$8.00/Cyd	4,640.08
Topsoil Surface, Furn, 4 inch	1,500.000 Syd @ \$3.00/Syd	4,500.00
Topsoil Surface, Salv, 4 inch	1,300.000 Syd @ \$1.00/Syd	<u>1,300.00</u>
Total		<u>\$15,408.24</u>

Reason(s) for Overrun(s):

During construction operations, it was discovered that poor soils extended further than originally anticipated during the design. These soils were required to be removed and replaced with proper supporting material. The new material provided the proper roadway drainage and support necessary to complete the planned work. The original items Excavation, Peat and Backfill, Swamp will compensate the contractor for removal and replacement of the poor soils.

The quantities for the original work items Topsoil Surface, Furn, 4 inch and Topsoil Surface, Salv, 4 inch were underestimated during design. The additional quantities were required to build the project per the plans and specifications.

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%; 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.

Selection: Low bid

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

Zip Codes: 48625

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 4, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

**TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD**

T&NR Meeting: March 30, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: April 5, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. HIGHWAYS - IDS Design Consultant Services
Authorization (Z3) under Contract (2004-0571) between MDOT and Alfred Benesch & Company will provide for the design of a bridge replacement, including the widening of six lanes at Walker Avenue over I-96 and the addition of a pedestrian sidewalk, in the city of Walker, Kent County (CS 41026 - JN 79074D). The authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$259,522.48. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the design of a bridge replacement, including the widening of six lanes at Walker Avenue over I-96 and the addition of a pedestrian sidewalk, in the city of Walker, Kent County (CS 41026 - JN 79074D).

Benefit: The replacement and widening of this structure will improve traffic flow and help to reduce traffic congestion at the Walker Avenue interchange.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the traffic flow at the Walker Avenue interchange will continue to deteriorate and cause increased user delays, and the safety of motorists and pedestrians will be compromised.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49544.

2. HIGHWAYS – IDS Construction Engineering Services

Authorization (Z4) under Contract (2005-0015) between MDOT and Hubbell, Roth & Clark, Inc., will provide for as-needed inspection and testing services within the Taylor Transportation Service Center service area, Wayne County. This authorization will be in effect from the date of award through February 26, 2007. The authorization amount will be \$360,000. The contract term is November 16, 2004, through November 16, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular projects authorized.

Purpose/Business Case: This authorization will provide for as-needed inspection and testing services within the Taylor Transportation Service Center service area, Wayne County. These services will support the delivery of the Metro Region's capital outlay program in a timely manner.

Benefit: Will provide adequate inspection and testing as required by federal law, resulting in a high quality product. The services will ensure that the construction projects are built as designed, and that all parts of construction are up to current MDOT and federal standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular projects 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 authorizing this service is that construction projects will not have adequate inspection and testing, resulting in possible sub-standard work and subsequent loss of federal funding. Additionally, not authorizing these services may result in the loss of federal funding for entire projects.

Selection: Qualifications-based selection.

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 inspection and testing for rehabilitation projects.

Zip Code: 48180.

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