

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

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

Transportation and Natural Resources - June 29, 2005 - 3:30 P.M.  
State Administrative Board Meeting - July 5, 2005 - 11:00 A.M.

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MINERAL LEASES

- 1. Fourteen Direct Metallic Mineral Leases - Development, Development with Restriction and Nondevelopment: Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 3,358.31 acres, more or less, of State-owned surface and mineral rights, Sections 14 through 17, 19 through 23, 27, 28, 30, 32, and 33, T42N, R31W, Mastodon Township, Iron County.

Terms: Ten-year term, standard rental (\$3.00 per acre), royalty (2 to 7 percent) and bonus consideration \$10,074.93 (\$3.00 per acre).

- 2. Three Nonmetallic Sand and Gravel Sealed Bid Leases - Development: R. E. Glancy, Inc. of Tawas City, Michigan, 80 acres, more or less of State-owned surface and minerals, Section 2, T34N, R01W, Walker Township, Cheboygan County (\$0.61/ton); B and B General Contracting, Inc. of Oscoda, Michigan, 80 acres, more or less, of State-owned surface and mineral rights, Section 32, T25N, R09E, Greenbush Township, Alcona County (\$0.51/ton); and, Halliday Sand & Gravel, Inc. of Houghton Lake, Michigan, 80 acres, more or less, of State-owned surface and mineral rights, Section 23, T29N, R03E, Loud Township, Montmorency County (\$0.50/ton).

Terms: Seven year term, with a possible three-year extension, if in the best interest of the State. Royalty rates were determined by the highest acceptable sealed bid per ton.

Item one was approved by the Director of the Department of Natural Resources on June 2, 2005 and Item two was approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on May 27, 2005. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

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

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 29, 2005 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM  
State Administrative Board Meeting: July 5, 2005 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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**SUBCONTRACTS**

- |    |   |   |                    |
|----|---|---|--------------------|
| 1. | <b>Central Asphalt, Inc.<br/>P.O. Box 389<br/>Mt. Pleasant, MI 48804-0389</b> | <b>Joint Repair<br/>and Resurfacing</b> | <b>\$36,807.09</b> |
|----|---|---|--------------------|

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for joint repair and resurfacing of the ramp and shoulders from Washington Bridge (US-127) in the city of Ithaca to northbound US-127 in Gratiot County. The project was advertised, and one bid was received and accepted. 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:** To provide for joint repair and resurfacing of the ramp and shoulders from Washington Bridge (US-127) in the city of Ithaca to northbound US-127 in Gratiot County. The work includes joint repair and a hot mix asphalt overlay of the ramp and shoulders.

**Benefit:** Will provide for safer highways 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 State Administrative Board approval.

**Risk Assessment:** The road surface is deteriorating. This work will make the road smoother and safer for motorists.

**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:** 48804.

2. **Snowden General Contractors, Inc.**                      **Joint Repair**    **\$62,203.80**  
**P.O. Box 439**  
**Escanaba, MI 49829**

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for joint repair and removal and replacement of concrete patches on Bridge-127 east of the city of Alma on Lincoln Road, Gratiot 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:** To provide for joint repair and removal and replacement of concrete patches on Bridge-127 east of the city of Alma on Lincoln Road, Gratiot County.  
**Benefit:** Will provide for safer highways 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 State Administrative Board approval.  
**Risk Assessment:** The road surface is deteriorating. This work will make the road smoother and safer for motorists.  
**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:** 49829.

3. **Central Asphalt, Inc.**    **Joint Repair**    **\$32,075.26**  
**P.O. Box 389**  
**Mt. Pleasant, MI 48804-0389**

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for joint repair and a hot mix asphalt (HMA) overlay on the ramp and shoulders from southbound US-127, north of the city of Alma to Alger Road, Gratiot 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:** To provide for joint repair and a HMA overlay on the ramp and shoulders from southbound US-127 north of the city of Alma to Alger Road, Gratiot County.  
**Benefit:** Will provide for safer highways 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 State Administrative Board approval.  
**Risk Assessment:** The pavement joints are in need of repair. This work will make the road smoother and safer for motorists.  
**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:** 48804.

4. **Scodeller Construction, Inc.** **Joint Resealing** **\$28,520**  
**P.O. Box 448**  
**South Lyon, MI 48178**

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for the removal of existing rubber material from joints and the cleaning and resealing of the joints with hot poured rubber. The project is located on US-127 southbound at various locations in Gratiot County. The project was advertised, and one bid was received and accepted. 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:** To remove existing rubber material from joints and clean and reseal the joints with hot poured rubber at various locations in Gratiot County.

**Benefit:** Will provide for safer highways 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 State Administrative Board approval.

**Risk Assessment:** The road joints are deteriorating. This work will make the road smoother and safer for motorists.

**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:** 48178.

5. **Central Asphalt, Inc.** **Joint Repair** **\$40,056.92**  
**P.O. Box 389** **and Resurfacing**  
**Mt. Pleasant, MI 48804-0389**

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for joint repair and resurfacing at the southbound ramp at Lincoln Road off US-127, Gratiot County. The project was advertised, and one bid was received and accepted. 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:** To provide for joint repair and resurfacing at the southbound ramp at Lincoln Road off US-127, Gratiot County. The work includes joint repair and a hot mix asphalt overlay of the ramp and shoulders.

**Benefit:** Will provide for safer highways 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 State Administrative Board approval.

**Risk Assessment:** The pavement joints are in need of repair. This work will make the road smoother and safer for motorists.

**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:** 48804.



## CONTRACTS

7. HIGHWAYS (Real Estate) – Resolution “A” (Relinquishment of Easement)  
Tract 820, Control Section 38021, Parcel 18, Part A

The subject tract is located in the village of Brooklyn, Jackson County, Michigan, and contains approximately 8,880 square feet. The relinquishment was requested by Mr. and Mrs. Wallace Gilbert, the current underlying fee owners. An appraisal of the relinquishment rights was completed because the value of the relinquishment exceeded the \$500 processing fee. The appraisal was completed by Paul Bidwell, Affinity Evaluation Group, an independent fee appraiser, on May 13, 2005, at \$7,000. It was reviewed by Scott Goeman, Region Property Analyst, on May 31, 2005, at the amount of \$7,000. The appraised tract was approved for relinquishment by Jim Simon, University Region Property Manager, on June 1, 2005, for the amount of \$7,000. The tract was not offered to the local municipalities prior to being offered to the public because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

\$7,000

**Purpose/Business Case:** The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property 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:** Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500. If the value of the relinquishment exceeds the \$500 processing fee, the property is appraised to determine fair market value. The relinquishment fee is based on that appraised value.

**Risk Assessment:** If excess property is not relinquished, 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:** 49230.

8. \*FINANCE & ADMINISTRATION - IDS Time Extension

**Retroactive** Amendatory Contract (2002-0279/A1) between MDOT and DLZ Michigan, Inc., will retroactively extend the term of the indefinite delivery of services (IDS) contract by nine months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1), for which extra time is needed for completion of design work. (See following item.) The original contract, which expired on March 31, 2005, provides for the design and preparation of engineering documents and the performance of related work necessary for facilities projects 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 1, 2002, through December 31, 2005. The maximum contract amount remains unchanged at \$300,000. Source of Funds: 100% State Restricted Trunkline Funds.

The requested extension is retroactive because MDOT and the contractor believed that topographical information needed for authorization (Z1) was readily available. However, the available topographical maps covered areas that bordered the project area but did not cover the area needed for the authorized project. MDOT and the contractor did not discover this until the project was under way.

\*Denotes a non-standard contract/amendment

**Purpose/Business Case:** To retroactively extend the term of the IDS contract by nine months to provide sufficient time for the consultant to complete ongoing projects, including the ongoing project under authorization (Z1), which provides for the development of a master plan and related cost estimates and the design and preparation of engineering documents for the Upper Peninsula Gateway Discovery Center in St. Ignace.

**Benefit:** This time extension will allow authorizations written under this IDS contract to be extended as needed, pending State Administrative Board approval.

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

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

**Risk Assessment:** If the amendment is not approved, the master plan for the Upper Peninsula Gateway Discovery Center will not be completed on time, which will delay completion of the center and could result in missed tourism opportunities and the forfeit of related revenues.

**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 the original contract.

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

**Zip Code:** 49781.

9. FINANCE & ADMINISTRATION - IDS Facilities Design Consultant Services

**Retroactive Authorization Revision (Z1/R1) under Contract (2002-0279) between MDOT and DLZ Michigan, Inc., will retroactively revise the authorization scope, increase the authorization amount by \$11,086.68, and extend the authorization term by nine months to provide sufficient time for the consultant to complete the services. The additional services include the undertaking of a topographical survey to obtain data that is critical to the project due to the extreme conditions of the existing terrain in relation to the proposed development of the project area and the facilitation of an additional public meeting to convey the planning intent to the public. The original authorization, which expired on March 31, 2005, provided for the development of a master plan and related cost estimates and the design and preparation of engineering documents for the Upper Peninsula Gateway Discovery Center in St. Ignace, Michigan. The revised authorization term will be September 15, 2004, through December 31, 2005. The revised authorization amount will be \$147,737.68. The contract term will be April 1, 2002, through December 31, 2005. (See previous item.) Source of Funds: 100% State Restricted Trunkline Funds.**

**Purpose/Business Case:** To retroactively revise the authorization scope, increase the authorization amount by \$11,086.68, and extend the authorization term by nine months to provide sufficient time for the consultant to complete the services. The additional services include the undertaking of a topographical survey to obtain data that is critical to the project due to the extreme conditions of the existing terrain in relation to the proposed development of the project area and the facilitation of an additional public meeting to convey the planning intent to the public. An additional public meeting was determined to be necessary after the project got underway and many stakeholder issues were identified.

**Benefit:** The additional services will provide for the best possible design for the area. Completion of the project will promote continued economic development and support of tourism in the Upper Peninsula by stimulating awareness of the Upper Peninsula's unique history and natural resources.

**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 authorization is not approved, the Upper Peninsula will lose an important economic development and tourism tool, without the topographic data, the design concepts and cost estimates will be at risk of inaccuracy due to the level of development planned in the project area.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.  
**Selection:** N/A for revision; qualifications-based for the original authorization.  
**New Project Identification:** This is a revision to a new project.  
**Zip Code:** 49781.

10. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z19/R2) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will retroactively extend the authorization term by one year in order to provide for the performance of additional as-needed design services during construction (thirty days retroactive). The revision is necessary to correct the original expiration date, which was established prior to the establishment of the construction contract completion date. The original authorization, which expired on June 5, 2005, provided for the performance of as-needed design assistance services, including problem solving, modifications of staging plans, plan revisions, and verifications of changes by the contractor during the reconstruction of I-96, US-24, and Old M-14 in Wayne County (CS 82122 - JN 45705A). The revised authorization term will be October 27, 2003, through June 5, 2006. The authorization amount remains unchanged at \$180,382.42. The contract term is June 5, 2002, through June 5, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will retroactively extend the authorization term by one year in order to provide for the performance of additional as-needed design services during construction (thirty days retroactive). The revision is necessary to correct the original expiration date. The original expiration date was established prior to the construction contract completion date. The original authorization, which expired on June 5, 2005, provided for the performance of as-needed design assistance services, including problem solving, modifications of staging plans, plan revisions, and verifications of changes by the contractor during the reconstruction of I-96, US-24, and Old M-14 in Wayne County (CS 82122 - JN 45705A).

**Benefit:** Will provide assistance to the MDOT construction staff on the design plan during the construction of the 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:** If this time extension is not approved, the consultant may not be available to provide as-needed design services during construction. Consultant availability could reduce extras and overruns on the project and provide for answers to questions on plan preparation.

**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 authorization.

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

**Zip Code:** 48223.

11. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z25/R1) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will retroactively extend the authorization term by one year in order to provide for the performance of additional as-needed design services during construction (thirty days retroactive). The additional time is needed because power changes made to the signals by the Detroit Public Lighting Department require minor signal design changes. The original authorization, which expired on June 5, 2005, provided for the performance of as-needed design assistance services, including problem solving, modifications of staging plans, plan revisions, and verifications of changes by the contractor during the reconstruction on M-53 from M-3 to Harper in the city of Detroit, Wayne County (CS 82151 – JN 52804A). The revised authorization term will be January 21, 2004, through June 5, 2006. The authorization amount remains unchanged at \$5,564.10. The contract term is June 5, 2002, through June 5, 2006. Source of Funds: 81.85 % Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization revision will retroactively extend the authorization term by one year in order to provide for the performance of additional as-needed design services during construction (thirty days retroactive). The additional time is needed because power changes made to the signals by the Detroit Public Lighting Department require minor signal design changes. The original authorization, which expired on June 5, 2005, provided for the performance of as-needed design assistance services, including problem solving, modifications of staging plans, plan revisions, and verifications of changes by the contractor during the reconstruction on M-53 from M-3 to Harper in the city of Detroit, Wayne County (CS 82151 – JN 52804A).

**Benefit:** Will provide assistance to the MDOT construction staff on the design plan during the construction of the project.

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

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

**Risk Assessment:** If this time extension is not approved, the consultant may not be available to provide as-needed design services during construction. Consultant availability could reduce extras and overruns on the project and provide for answers to questions on plan preparation.

**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 authorization.

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

**Zip Code:** 48223.

12. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z26/R1) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will retroactively extend the authorization term by one year in order to provide for the performance of additional as-needed design services during construction (thirty days retroactive). The additional time is needed because power changes made to the signals by the Detroit Public Lighting Department require minor signal design changes. The original authorization, which expired on June 5, 2005, provided for the performance of as-needed design assistance services, including problem solving, modifications of staging plans, plan revisions, and verifications of changes by the contractor during the reconstruction on M-53 from Harper to M-102 in the city of Detroit, Wayne County (CS 82151 – JN 52805A). The revised authorization term will be January 21, 2004, through June 5, 2006. The authorization amount remains unchanged at \$5,564.10. The contract term is June 5, 2002, through June 5, 2006. Source of Funds: 81.85 % Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization revision will retroactively extend the authorization term by one year in order to provide for the performance of additional as-needed design services during construction (thirty days retroactive). The additional time is needed because power changes to the signals made by the Detroit Public Lighting Department require minor signal design changes. The original authorization, which expired on June 5, 2005, provided for the performance of as-needed design assistance services, including problem solving, modifications of staging plans, plan revisions, and verifications of changes by the contractor during the reconstruction on M-53 from Harper to M-3 in the city of Detroit, Wayne County.

**Benefit:** Will provide assistance to the MDOT construction staff on the design plan during the construction of the project.

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

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

**Risk Assessment:** If this time extension is not approved, the consultant may not be available to provide as-needed design services during construction. Consultant availability could reduce extras and overruns on the project and provide for answers to questions on plan preparation.

**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 authorization.

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

**Zip Code:** 48223.

13. HIGHWAYS - IDS Research Services

Authorization (Z6) under Contract (2002-0546) between MDOT and Wayne State University will provide for the performance of research services for the enhancement of Michigan's Bridge Management System (BMS) through review of bridge element condition ratings and network analysis processes, such as calculation of element deterioration rate, development of preservation optimization policies, and project prioritization methods, using Pontis software and Michigan Specific Elements. The authorization will be in effect from the date of award through two years. The authorization amount will be \$150,245. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To enhance our BMS by reviewing our bridge element condition ratings and the network analysis processes done with Pontis software, such as calculation of element deterioration rate, development of preservation optimization policies, and project prioritization methods.

**Benefit:** Will provide a better calibrated and more useful BMS.

**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:** Our annual bridge program exceeds \$180 million per year. If this project is not completed, the bridge management data that is currently being collected cannot be used to its fullest potential to efficiently manage our bridge network, and funding for MDOT's bridge program could be put at risk.

**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.

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

**Zip Code:** 48909.

14. HIGHWAYS – IDS Construction Engineering Services

Authorization (Z47) under Contract (2003-0264) between MDOT and Hubbell, Roth & Clark, Inc., provides for as-needed inspection and testing services to be performed for various projects within the Bay Region, in the Davison Transportation Service Center area, in Huron, Sanilac, Tuscola, Genesee, and Lapeer Counties (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization term is March 8, 2005, through June 9, 2006. The authorization amount is \$180,172.91. The contract term is June 9, 2003, through June 9, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

This authorization was previously approved by the State Administrative Board at its March 1, 2005, meeting for the amount of \$165,756.25. The correct amount of \$180,172.91 represents the corrected consultant estimate of actual cost for the services. In past practice, if MDOT found an error in a vendor's cost proposal, MDOT did not allow the vendor to correct its priced proposal above the amount negotiated with the MDOT project manager. This resulted in authorizations being established for less than the vendor's estimated actual costs. MDOT has established a new process whereby vendors can renegotiate their prices if errors are found that are not in the vendors' favor.

**Purpose/Business Case:** To seek approval of the correct authorization amount of \$180,172.91 for an authorization that was previously approved by the State Administrative Board on March 1, 2005, for \$165,756.25, per current MDOT practice. The authorization provides for as-needed inspection and testing services to be performed for various projects within the Bay Region, in the Davison Transportation Service Center area, in Huron, Sanilac, Tuscola, Genesee, and Lapeer Counties.

**Benefit:** The inspection and testing services will assure 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 a 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 inspection and testing for rehabilitation projects.

**Zip Code:** 48601.

15. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z5/R5) under Contract (2003-0288) between MDOT and Spalding, DeDecker & Associates, Inc., will provide for additional design services to be performed for one extra crossover in the maintaining traffic plans (CS 77111 - JN 72406C) and will increase the authorization amount by \$8,876.09. The original authorization provides for the reconstruction of I-94 from north of Gratiot Road easterly to the Grand Trunk Western Railroad structure in Kimball and Port Huron Townships, St. Clair County. The revised authorization term will be March 5, 2004, through May 8, 2006. The revised authorization amount will be \$822,968.93. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services for one extra crossover in the maintaining traffic plans. This modification was requested during the final public meeting with local citizens and local governments in order to accommodate the local commercial businesses located on Range Road. The crossover will allow traffic to exit I-94 and proceed on Range Road to the commercial area.

**Benefit:** Will allow citizens and store owners to continue to conduct business with fewer interruptions and will reduce the amount of traffic to be detoured on to county roads.

**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:** Local businesses already experienced economic shortfalls during bridge construction in the area in 2003. They are confident that another construction season of detours (during 2006) without this modification, will place an unacceptable burden on them.

**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:** 48060.

16. \*HIGHWAYS - IDS Maximum Amount Increase

Amendatory Contract (2003-0343/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will increase the maximum contract amount by \$1,000,000. The increase will allow authorizations under the contract to be individually increased. The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised maximum contract amount will be \$5,000,000. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This will allow various engineering services for ongoing projects authorized under this IDS contract to be considered for additional amounts when conditions warrant. Authorizations in need of additional amounts will be individually approved by the State Administrative Board under applicable rules. No new authorizations will be issued under this contract. The cumulative authorized amount of all authorizations issued under this IDS contract (26 authorizations) and their revisions now approaches the maximum contract amount of \$4 million. A new IDS contract is in place now, but there was no other IDS contract available for recent emergency projects. Revisions that occur in the normal course of business have added to the contract total as well.

**Benefit:** Authorizations written under this IDS contract will be able to be increased, pending State Administrative Board approval.

**Funding Source:** Federal, state, or local funds, depending on the particular project authorized.

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

**Risk Assessment:** The risk of not increasing the amount of this IDS contract is that the consultant will not be able to finish any projects that require additional services and costs.

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

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

**Zip Code:** 48909.

17. HIGHWAYS - IDS Traffic & Safety Services

Authorization Revision (Z22/R1) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of additional design services for the development of a video distribution system that will deliver closed circuit television images of M-10, Jefferson Avenue, and the John C. Lodge Freeway in downtown Detroit to the MITS center and will increase the authorization amount by \$181,145.54. The additional services will provide for project management and coordination, data collection and field review, a communications concept design, preparation of plans, a specifications and estimates package, and communications integration assistance. The original authorization provides for a traffic signal system communications study to be performed in the Metro Region (CS 84917 - JN 59195). The authorization term remains unchanged, December 13, 2004, through August 22, 2006. The revised authorization amount will be \$499,723.92. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This project will provide MDOT with a master communications plan for the Metro Region. The plan will be an asset to the State of Michigan in guiding the development of advanced traffic management systems and improving traffic flow. The communications plan will work towards integrating the required technology with the ongoing road and bridge program to ensure that the State of Michigan is getting full value for every dollar spent.

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

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

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

**Risk Assessment:** The lack of a traffic signal communications study could result in various tasks not being coordinated, with possible duplication of efforts and waste of valuable resources.

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

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

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

**Zip Code:** 48075.

18. \*HIGHWAYS – Increase Scope and Amount, Extend Term

Amendatory Contract (2004-0416/A1) between MDOT and B. C. Traffic Engineering, Inc., will provide for the performance of additional retroreflective pavement marking measurement services, will increase the contract amount by \$19,009.01, and will retroactively extend the contract term by two months (twenty days retroactive). The additional time is needed to provide for uninterrupted services while a new contract, for which selection is currently being conducted, is being processed. The original contract, which expired on June 15, 2005, provided for the performance of federally-mandated retroreflective measurements of pavement markings on a state-wide basis. The revised contract term will be September 27, 2004, through August 15, 2005. The revised contract amount will be \$432,882.13. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the performance of additional retroreflective pavement marking measurement services, increase the contract amount by \$19,009.01, and retroactively extend the contract term by two months (twenty days retroactive). The additional time is needed to provide for uninterrupted services while a new contract, for which selection is currently being conducted, is being processed. The new selection cannot be completed in time to avoid a gap in services without the extension of this contract. Federal mandates require that these services be available at all times. The services will include the provision of a report on retroreflective measurements of waterborne paint and spray thermoplastic pavement marking material. Incentive/disincentive pay will be calculated for pavement marking contractors based on the measurements provided in the report.

**Benefit:** This time extension will provide for uninterrupted services, in accordance with federal requirements.

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

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

**Risk Assessment:** A gap in services would create numerous violations for MDOT. MDOT does not have the extremely expensive equipment to provide this service.

**Cost Reduction:** Low bid by units.

**Selection:** N/A for amendment; low bid for the original contract.

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

**Zip Code:** 48909.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z17) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for design services for the reconfiguration of the intersection of US-24 (Telegraph Road) and Dix Highway in Brownstown Township, Wayne County (CS 82191 - JN 80377C). The authorization will be in effect from the date of award through December 20, 2007. The authorization amount will be \$250,789.53. The contract term is December 20, 2004, through December 20, 2007. 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:** To provide for design services for the reconfiguration of the intersection of US-24 (Telegraph Road) and Dix Highway in Brownstown Township, Wayne County (CS 82191 - JN 80377C).

**Benefit:** Will provide for an improved pavement ride, improved road conditions, and increased safety of the roadway.

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

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

**Risk Assessment:** This project was selected based on the configuration of the roadway and the high number of crashes in the area. The project is part of the Region's safety program. A reconfiguration is the preferred mitigation. Not authorizing this project could result in failure to address a known safety problem and the continuation of high crash volumes.

**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:** 48183.

20. \*HIGHWAYS – Study of Transportation Applications of Restricted Use Technology  
Contract (2005-0220) between MDOT and Altarum Institute will provide for the performance of a study of the applications of restricted use technology for the transportation sector. The project work will include (1) investigation of the uses of restricted use technology and data to help solve transportation-related issues and (2) conversion of secured data resources into an unsecured usable format to be applied against eight transportation topic areas. Stakeholder focus groups will be formed to evaluate the potential uses of the technology for the eight transportation topic areas. Altarum Institute will use the stakeholders' input to develop, select, implement, and evaluate promising pilot studies to test the feasibility of applying restricted use data to those transportation issues. The contract will be in effect from the date of award through two years. The maximum contract amount will be \$2,500,045. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for a study of the applications of restricted use technology for the transportation sector. The data will be used to develop, select, implement, and evaluate promising pilot studies to test the feasibility of applying restricted use data to transportation-related issues.

**Benefit:** The project will help MDOT to solve transportation-related issues and achieve its mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life.

**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:** Not authorizing this project could result in less efficient integrated transportation services, which could result in fewer economic benefits and a lower quality of transportation services to the public.

**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; a federal grant is provided for this service.

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

**Zip Code:** 48105; service is provided through satellite data.

21. \*HIGHWAYS - Design Consultant Services  
Contract (2005-0249) between MDOT and URS Corporation Great Lakes, will provide for the design of 25 bridge structures and the freeway reconstruction on I-75 (Chrysler Freeway) from Gibraltar Road to Toledo Dix Highway in the cities of Rockwood, Flat Rock, and Woodhaven and in Brownstown Township, Wayne County (CS 82191 - JNs 79672C, 79011D, 79012D, and 79013D). The work items include design surveys; design of project drainage; preparation of required plans, cross-sections, and details; computation and verification of all plan quantities; preparation of traffic maintenance, pavement marking plans, and signing plans; and bridge related road work. The project length is 3.791 miles. The contract will be in effect from the date of award through December 31, 2006. The contract amount will be \$5,248,178.83. 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:** To provide for the design of 25 bridge structures and the freeway reconstruction on I-75 (Chrysler Freeway) from Gibraltar Road to Toledo Dix Highway in the cities of Rockwood, Flat Rock, and Woodhaven and in Brownstown Township, Wayne County (CS 82191 - JNs 79672C, 79011D, 79012D, and 79013D). The work items include design surveys; design of project drainage; preparation of required plans, cross-sections, and details; computation and verification of all plan quantities; preparation of traffic maintenance, pavement marking plans, and signing plans; and bridge related road work. The project length is 3.791 miles.

**Benefit:** Will provide for an improved pavement ride, improved conditions, and increased roadway safety. This project will also reduce the long-term maintenance costs for this area.

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

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

**Risk Assessment:** Not authorizing/awarding this project could result in the need to develop an alternate repair method and additional maintenance, which could result in higher overall costs.

**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:** Qualifications-based.

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

**Zip Code:** 48183.

22. HIGHWAYS - IDS Engineering Services

Contract (2005-0319) between MDOT and Giffels-Webster Engineers, 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.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5208) between MDOT and the Washtenaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Widening work along Huron Road from Huron River Drive to Joe Hall Drive.

Estimated Funds:

State Restricted Economic Development Funds	\$300,000
Washtenaw County Road Commission Funds	<u>\$600,000</u>
Total Funds	<u>\$900,000</u>

EDA 82522 - 83979

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 Washtenaw County Road Commission Funds.

**Commitment Level:** 34% state up to \$300,000 and the balance by Washtenaw 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:** New lane construction work on existing roadway.

**Zip Code:** 48197.

24. HIGHWAYS - Cost Participation for Trunkline Detour Construction Contract  
 Contract (2005-5210) between MDOT and the Osceola County Road Commission will provide for funding participation in the following improvements:

Grade preparation and bituminous surfacing work for the Highway US-10 detour on 175<sup>th</sup> Avenue from Highway US-10 to Craft Road, on Craft Road from 175<sup>th</sup> Avenue to 185<sup>th</sup> Avenue, and on 185<sup>th</sup> Avenue from Craft Road to Highway US-10.

Estimated Funds:

State Restricted Trunkline Funds	\$275,000
Osceola County Road Commission Funds	\$ 75,000
Total Funds	<u>\$350,000</u>

M 84912 - 84001

Local Letting

**Purpose/Business Case:** The Osceola County Road Commission will perform construction and construction engineering work for detour route of MDOT's future US-10 construction project.

**Benefit:** Having the County perform detour improvements will allow the US-10 construction project to commence in 2006 without the construction of more costly temporary roadways.

**Funding Source:** State Trunkline and Bridge Construction Funds and Osceola County Road Commission Funds.

**Commitment Level:** 100% state up to an amount not to exceed \$275,000 with the remainder to be paid by Osceola County.

**Risk Assessment:** The alternate option of constructing a temporary detour roadway would add time to the US-10 construction project and would have to be removed after completion of US-10 project.

**Cost Reduction:** Low bid.

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

**New Project Identification:** Improvement of existing roadway for detour route.

**Zip Code:** 49639.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5242) between MDOT and City of Marquette will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized trail work along abandoned railroad right-of-way from Third Street westerly to Seventh Street; non-motorized trail work along a path running parallel to and to the east of Front Street from approximately 500 feet south of Hampton Street northerly to Baraga Avenue to link the South Rail Yards development with Marquette Commons.

Estimated Funds:

Federal Highway Administration Funds	\$ 650,000.00
City of Marquette Funds	\$ 398,387.10
Total Funds	<u>\$1,048,387.10</u>

STE 52044 – 81098; Marquette County

Local Letting

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

**Benefit:** Will provide for pedestrian and bicycle facilities.

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

**Commitment Level:** 62% federal up to \$650,000 and the balance by City of Marquette; based on estimate.

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

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

**Selection:** Low bid.

**New Project Identification:** New pedestrian and bicycle facilities.

**Zip Code:** 49855.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5256) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Resurfacing work along South Black River Road from Eastend Road easterly approximately one mile, including base crushing and shaping, hot mix asphalt paving, shoulder, and maintaining traffic work.

Estimated Funds:

Federal Highway Administration Funds	\$69,400
Gogebic County Road Commission Funds	<u>\$17,300</u>
Total Funds	<u>\$86,700</u>

STL 27044 - 51753

Local Force Account

**Purpose/Business Case:** To preserve and extend the life of the roadway.

**Benefit:** Will improve and extend the life of the roadway.

**Funding Source:** Federal Surface Transportation Program Funds and Gogebic County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Gogebic County Road Commission.

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

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

**Selection:** N/A.

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

**Zip Code:** 49938.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5267) between MDOT and the Houghton County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Reconstruction work along County Road 554 (Houghton Canal Road) from Highway M-26 to Old Mill Hill Road.

Estimated Funds:

State Restricted Economic Development Funds	\$368,000
Houghton County Road Commission Funds	\$ 92,000
Total Funds	<u>\$460,000</u>

EDF 31566 - 82630

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 Houghton County Road Commission Funds.

**Commitment Level:** 80% state up to \$368,000 and the balance by Houghton 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:** Improvement of existing roadway.

**Zip Code:** 49931.

28. HIGHWAYS (Real Estate) - IDS Title Services  
 Contract (2005-0308) between MDOT and First Metropolitan Title Company, Alma, Michigan, 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.

29. HIGHWAYS (Real Estate) - IDS Title Services  
 Contract (2005-0309) between MDOT and Arenac Abstract & 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.

30. HIGHWAYS (Real Estate) - IDS Title Services  
Contract (2005-0310) between MDOT and First Metropolitan Title Company, Midland, Michigan, 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.
31. HIGHWAYS (Real Estate) - IDS Title Services  
Contract (2005-0311) between MDOT and Valley Title Agency 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.
32. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2005-0321) between MDOT and Virchow Kruse & Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
33. HIGHWAYS (Real Estate) - IDS Title Services  
Contract (2005-0339) between MDOT and In-Deed Title Agency, LLC, 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.
34. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2005-0346) between MDOT and Helsom & Associates 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.

35. \*MULTI MODAL – Renewal/Time Extension

Renewal and Amendatory Contract (2001-0324/A2) between MDOT and the City of Detroit, Department of Transportation (DDOT), will renew the contract and extend the contract term by approximately thirty months to provide DDOT with sufficient time to construct a clean fuels facility. The project was delayed by the city's financial crisis; DDOT held value engineering sessions to find ways to achieve cost savings on this project. As a result, changes were made to the project and its budget, and DDOT is creating new subcontracts. DDOT anticipates that a new final design package will be ready for the commencement of procurement by August 1, 2005, and that construction will begin in fall 2005, with completion of the facility expected within one year of that time. The original contract, which expired on June 12, 2005, provided state matching funds for DDOT's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be from December 12, 2000, through June 12, 2005, and from the date of award of this renewal/amendment through December 12, 2007. No costs will be incurred between the expiration of the original contract and the award of this renewal/amendment. The contract amount remains unchanged at \$3,125,000. Source of Funds: Federal Transit Administration Funds - \$2,500,000; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds.

**Purpose/Business Case:** Renewal and extension of this contract is needed to allow DDOT sufficient time to construct a clean fuels facility.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$2,500,000; and FY 1992, FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$625,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

36. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0727/A3) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the contract term by one year to allow DDOT sufficient time to install bus stops and signage. The DDOT project manager assigned to this activity was seriously injured in an accident last year and has been on extended medical leave, causing a delay in the project. The project manager has been in contact with DDOT and is expected back to work in time to complete this project within the one-year time extension period. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be February 2, 2001, through August 1, 2006. The contract amount remains unchanged at \$28,241,770. Source of Funds: Federal Transit Administration Funds - \$22,593,416; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

**Purpose/Business Case:** To provide for a one-year time extension to allow the agency to complete the project.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$22,593,416; FY 1992, FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

37. MULTI-MODAL - Section 5311 Capital Program

Revised Project Authorization (Z3/R1) under Master Agreement (2002-0008) between MDOT and the Antrim County Board of Commissioners will add a line item for facility improvements and adjust funding between line items. The dispatch monitor in the original authorization was purchased at a substantial savings. The county would like to use the savings for facility improvements, including updating the fuel card reading system, replacing damaged overhead garage doors, and repairing the roof. The facility improvements are essential to the safety and security of the transit facility. These additional projects have been approved by the local rural task force. The original authorization provides state matching funds for Antrim's FY 2002 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 24, 2002, through September 23, 2005. The authorization amount remains unchanged at \$63,438. 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 - \$50,750; FY 2003 State Restricted Comprehensive Transportation Funds - \$12,688.

**Purpose/Business Case:** To provide for the addition of a facility improvements line item and to adjust funding between line items.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$50,750; FY 2003 State Restricted Comprehensive Transportation Funds - \$12,688.

**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:** 49615.

38. MULTI-MODAL - Section 5309 Program

Project Authorization (Z11) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will provide state matching funds for BWATC's FY 2002 and FY 2003 Federal Section 5309 Capital Discretionary Program grant for land acquisition, engineering and design services, and the construction of an operations and administration facility. The authorization will be in effect from May 25, 2005, through May 24, 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 \$3,085,904. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,468,723; FY 2002 State Restricted Comprehensive Transportation Funds - \$617,181.

**Purpose/Business Case:** To provide state matching funds for BWATC's FY 2002 and FY 2003 Federal Section 5309 Capital Discretionary Program grant for land acquisition, engineering and design services, and the construction of an operations and administration facility.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$2,468,723; FY 2002 State Restricted Comprehensive Transportation Funds - \$617,181.

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

**Risk Assessment:** If this contract is not approved, federal funds will be lost and the needed facility work will not be completed.

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

**Selection:** N/A.

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

**Zip Code:** 48060.

39. MULTI-MODAL - Section 5309 Program

Project Authorization (Z22) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of large buses, small buses, and destination signs and for the renovation and expansion of the CATA administration building. The authorization will be in effect from May 4, 2005, through May 3, 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 \$3,334,655. Toll credits in the amount of \$26,500 will be allocated as match for the destination signs. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,694,224; FY 2002 State Restricted Comprehensive Transportation Funds - \$640,431.

**Purpose/Business Case:** To provide state matching funds for the Capital Area Transportation Authority's FY 2005 Federal Section 5309 Capital Discretionary Program grant.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$2,694,224; FY 2002 State Restricted Comprehensive Transportation Funds - \$640,431.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48910.

40. MULTI-MODAL - Section 5307 Program

Project Authorization (Z23) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the lease/purchase of large buses; for the purchase of small buses, spare parts, ITS integration hardware and software, maintenance equipment, support vehicles, safety and security equipment, customer enhancements, replacement heating, and ventilation and air conditioning units; and for preventive maintenance, planning, and the renovation of the maintenance facility. The authorization will be in effect from April 5, 2005, through April 4, 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 \$3,704,350. Toll credits in the amount of \$397,644 will be allocated as match for the equipment purchases, preventive maintenance, and planning line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$3,361,125; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$343,225.

**Purpose/Business Case:** To provide state matching funds for Capital Area Transportation Authority's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$3,361,125; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$343,225.

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

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

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

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

**Selection:** N/A.

**Zip Code:** 48910.

41. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the authorization term by one year to allow the agency sufficient time to expend all of the federal funds under this grant. DDOT purchased the 28 replacement buses under the original authorization at a substantial cost savings, leaving approximately \$62,000 in unexpended funds. This extension will allow DDOT to use the unexpended funds toward the lease payment on 121 replacement buses it leased under another program grant. The lease payment is due later this year. The original authorization provides state matching funds for DDOT's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 11, 2002, through July 10, 2006. The authorization amount remains unchanged at \$7,115,834. 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 - \$5,692,667; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,423,167.

**Purpose/Business Case:** To provide for a one-year time extension to allow DDOT to use unexpended authorization funds toward a lease payment due in late 2005 on 121 replacement buses.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$5,692,667; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,423,167.

**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 a time extension to an existing project.

**Zip Code:** 48207.

42. MULTI MODAL – Section 5307 Program

Project Authorization Revision (Z6/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will renew the authorization and extend the authorization term by approximately eighteen months to provide sufficient time for the completion of the engineering and design services for DDOT's new clean fuels facility. DDOT held value engineering sessions to find ways to achieve cost savings on this project. As a result, changes were made in the project and its budget, and DDOT is creating new subcontracts. DDOT anticipates that a new final design package will be ready for the commencement of procurement by August 1, 2005, and that construction will begin in fall 2005, with completion of the facility expected within one year of that time. The original authorization, which expired on June 12, 2005, provided state matching funds for DDOT's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from June 13, 2002, through June 12, 2005, and from the date of award of this renewal/revision through December 12, 2006. No costs will be incurred between the expiration of the original authorization and the award of this renewal/revision. The authorization amount remains unchanged at \$21,828,105. 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 - \$17,462,484; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$4,365,621.

**Purpose/Business Case:** This revision will renew the contract and extend the contract term by approximately eighteen months to provide sufficient time for the completion of the engineering and design services on DDOT's new clean fuels facility.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$17,462,484; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$4,365,621.

**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.

43. MULTI-MODAL - Section 5309 Program

Project Authorization (Z21) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the lease or purchase of up to 121 large buses. The authorization will be in effect from May 4, 2005, through May 3, 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 \$2,377,256. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,901,805; FY 2002 State Restricted Comprehensive Transportation Funds - \$475,451.

**Purpose/Business Case:** To provide state matching funds for DDOT's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the lease or purchase of up to 121 large buses.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$1,901,805; FY 2002 State Restricted Comprehensive Transportation Funds - \$475,451.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

44. MULTI-MODAL - Section 5307 Program/CMAQ

Project Authorization Revision (Z1/R1) under Master Agreement (2002-0045) between MDOT and the City of Holland will extend the contract term by six months, reduce state funds by \$10,618, reduce federal funds by \$42,470, and adjust funding between line items. The federal grant was amended to increase the operating line-items and reduce the capital line-items. The state does not provide the match for the operating line-items. The time extension is being requested by the City due to a delayed delivery date for new buses that were ordered. The additional time will allow the new buses to be delivered and placed in service prior to the expiration of the authorization. The original authorization provides state matching funds for the City's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be August 12, 2002, through February 11, 2006. The revised authorization amount will be \$294,412. 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 - \$235,530; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$58,882.

**Purpose/Business Case:** To provide for a six-month time extension, to reduce state funds by \$10,618, to reduce federal funds by \$42,470, and to adjust funding between line items.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$235,530; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$58,882.

**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.

\*Denotes a non-standard contract/amendment

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

**Selection:** N/A.

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

**Zip Code:** 49423.

45. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z18/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will increase state funding by \$523,699, increase federal funding by \$2,261,373, increase local funding by \$41,644, and add a line item for the purchase of transit vehicles. 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 has now been awarded by the FTA. Additionally, ITP's full allocation of FY 2004 Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds are included. This revision will add a line item for the purchase of revenue vehicles, including up to fourteen paratransit vehicles and up to three 40-foot buses, and will increase funding for the intelligent transportation system, for the purchase of bus stop signs and support equipment, and for contingencies and planning. The original authorization provides state matching funds for ITP's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, June 16, 2004, through June 15, 2007. The revised authorization amount will be \$9,753,659. 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 - \$7,802,927; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,847,002; ITP Funds - \$103,730.

**Purpose/Business Case:** To increase the authorization amount by \$2,826,716; add a line item for the purchase of revenue vehicles; and increase line item funding for the intelligent transportation system, the purchase of bus stop signs and support equipment; and contingencies and planning.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$7,802,927; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,847,002; ITP Funds - \$103,730.

**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:** 49503.

46. MULTI-MODAL - Intercity Terminal Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will increase state funding by \$926,482, eliminate federal funding of \$886,182, extend the authorization term by one year, and add a line item for architectural and engineering (A&E) services for the downtown Kalamazoo intermodal terminal renovation project. Intercity federal funds originally programmed for this project can no longer be used, as the intercity bus carriers recently indicated that they will be utilizing the airport terminal instead of the downtown intermodal terminal. AMTRAK will remain at the downtown intermodal terminal. Funding for A&E services was included in the original authorization but was inadvertently included as a part of the line item for terminal renovation/construction. The one year time extension will provide the city of Kalamazoo with sufficient time to complete the project, as the scope needs to be adjusted due to the intercity bus carriers deciding not to utilize this facility. The additional funding of \$40,300 will fund the project at the intended level; when the original authorization was processed there was insufficient funding to complete the project. The original authorization provided state and federal funding for the renovation/construction of the downtown intermodal terminal. The revised authorization term will be September 14, 2004, through September 13, 2007. The revised authorization amount will be \$2,208,730. 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: FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$2,208,730.

**Purpose/Business Case:** To provide for an increase in state funding of \$926,482, the elimination of federal funding of \$886,182, the addition of a new line item for architectural and engineering services, and a one-year time extension.

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

**Funding Source:** FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$2,208,730.

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

**Risk Assessment:** The risk of not approving this revision is that the renovation of the intermodal terminal will not be completed.

**Cost Reduction:** The most responsive bidder's proposal will be accepted.

**Selection:** N/A.

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

**Zip Code:** 49007.

47. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z15/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will reduce the state matching funds by \$2,782, reduce the local matching funds by \$11,124, and extend the authorization term by two years. This is one of the authorizations recently novated from Kalamazoo County as part of a merger of the two systems. As a result of the merger, the City needs time to develop a long-range plan, resolve issues for expanded services, and acquire the needed replacement vehicles. The level of funding is being reduced because the city will use a combination of grants to purchase the needed replacement vehicles. The original authorization provides state matching funds for the FY 2002 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be September 24, 2002, through September 23, 2007. The revised authorization amount will be \$126,094. 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 - \$99,200; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,218; City of Kalamazoo Funds - \$1,676.

**Purpose/Business Case:** To provide for a reduction in state matching funds of \$2,782, a reduction in local matching funds of \$11,124, and a two-year extension of the authorization term to allow the agency sufficient time to develop a long-range plan, resolve issues for expanded services, and acquire the needed replacement vehicles. These requirements are a result of the city and county transit systems merging.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$99,200; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,218; City of Kalamazoo Funds - \$1,676.

**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 the FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 49007.

48. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z8/R1) under Master Agreement (2002-0070) between MDOT and the City of Milan will change the only line item in the authorization from facility construction to maintenance equipment. The original authorization was for a new transit facility. The City constructed the new facility using all local funding. This revision will allow the available federal and state funding to be used by the City to equip the new facility with an oil maintenance system, floor scrubber, and vehicle hoists. The revision was approved by the Small Cities Task Force. The original authorization provides state matching funds for the City's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. The authorization amount remains unchanged at \$70,000. 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 - \$56,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,000.

**Purpose/Business Case:** To provide for the change of the line item for facility construction to maintenance equipment to allow the City to equip its new locally funded facility with an oil maintenance system, floor scrubber, and vehicle hoists.

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

**Funding Source:** Federal Transit Administration (FTA) Funds- \$56,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,000.

**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.

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

**Zip Code:** 48610.

49. MULTI-MODAL - Section 5309 Program

Project Authorization (Z27) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) will provide state matching funds for SMART's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of a small expansion bus and a replacement van for North Oakland Transportation Authority (NOTA) in Oakland County. The authorization will be in effect from April 20, 2005, through April 19, 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 \$63,394. 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 - \$50,715; FY 2002 State Restricted Comprehensive Transportation Funds - \$12,679.

**Purpose/Business Case:** To provide state matching funds for SMART's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of a small expansion bus and a replacement van for the NOTA in Oakland County.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$50,715; FY 2002 State Restricted Comprehensive Transportation Funds - \$12,679.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48226.

50. MULTI-MODAL - Time Extension

Amendatory Contract (2002-0584/A2) between MDOT and Key Opportunities, Inc., serving Hillsdale County, will extend the contract term by one year to allow the agency sufficient time to complete the bus tire purchase project. Recently, remaining funds in the van purchase line item were transferred to the bus tire purchase line item. By extending the contract term by one year, the agency will be able to purchase appropriate tires as needed, rather than stocking tires that may not be needed in the future. The original contract provided state matching funds for the agency's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised contract term will be August 12, 2002, through August 11, 2006. The contract amount remains unchanged at \$44,760. Source of Funds: Federal Transit Administration Funds - \$35,808; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,952.

\*Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for a one-year time extension to allow the agency sufficient time to complete the bus tire project.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$35,808; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,952.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49242.

51. \*MULTI-MODAL - Increase Amount & Change Contract Terms

Amendatory Contract (2003-0043/A3) between MDOT and VPSI, Inc., will increase state funding by \$195,000, decrease federal funding by \$30,915, and adjust contract language for the FY 2005 MichiVan Program. The increase in state funding and decrease in federal funding will make the contract consistent with the actual approved and budgeted amounts. This level of funding will permit the agency to continue operations at the current level through the end of the fiscal year. Contract language changes will permit increased cost efficiencies for the program as the contract will be in line with industry standards. The original contract provides state and federal funding for the continuation of and enhancements to the statewide vanpool program known as the MichiVan Commuter Vanpool Program. VPSI, Inc., actively works with rideshare offices, governmental agencies, employers, and the general public to recruit persons to utilize vanpools as an alternative transportation mode to single occupant vehicle work commute trips. The contract term remains unchanged, October 1, 2002, through September 30, 2005. The revised contract amount will be \$3,324,239. Source of Funds: Federal Highway Administration Funds - \$2,765,639; FY 2003, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$558,600.

**Purpose/Business Case:** To provide additional funding for the FY 2005 MichiVan Program and adjust contract language to bring it in line with industry standards.

**Benefit:** Increased transit options and improved air quality.

**Funding Source:** Federal Highway Administration (FHWA) Funds - \$2,765,639; FY 2003, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$558,600.

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

**Risk Assessment:** The risk of not awarding this amendment is discontinuation of the program and hundreds of people without transportation to their employment sites.

**Cost Reduction:** Grant amount is approved by FHWA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 48083.

52. MULTI-MODAL - Change in Services

Amendatory Contract (2003-0547/A1) between MDOT and the Oceana County Council on Aging (OCCOA) will add a new line item for communication equipment and move unexpended funds from the revenue vehicles line item to the new communication equipment line item. The OCCOA was granted funds through the rural task force, allowing it to purchase the van provided for in the original contract, which left unexpended funds remaining in the contract. The remaining funds will be used to purchase a new radio system, which is needed because the current radio system has met its useful life and is not adequate to meet the current needs of OCCOA. This amendment has been approved by the Rural Task Force. The original contract provides state matching funds for OCCOA'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 \$83,775. Source of Funds: Federal Transit Administration Funds - \$67,020; FY 2002, FY 2003, and FY 2005 State Restricted Comprehensive Transportation Funds - \$16,755.

**Purpose/Business Case:** To provide for the addition of a line item for communication equipment and to adjust funding between line items.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$67,020; FY 2002, FY 2003, and FY 2005 State Restricted Comprehensive Transportation Funds - \$16,755.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48226.

53. \*MULTI-MODAL - Increase Amount

Amendatory Contract (2004-0279/A1) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will increase federal funding by \$301,760 and state funding by \$75,440 for the architectural and engineering services and the project management phases of the project. The original estimated cost for these two phases of the project was too low. The original contract provided FY 2003 Federal High Priority Project funds for architectural and engineering services and project management for a new public dock and terminal facility in downtown Detroit. The facility will be designed to harbor cruise ships and other transient vessels visiting Detroit. The contract term remains unchanged, July 7, 2004 through July 6, 2007. The revised contract amount will be \$1,527,200. Source of Funds: Federal Highway Administration Funds - \$1,221,760; FY 2002 State Restricted Comprehensive Transportation Funds - \$305,440.

**Purpose/Business Case:** To provide additional federal and state funding for architectural and engineering services and project management for a new public dock and terminal facility in downtown Detroit. The facility will be designed to harbor cruise ships and other transient vessels visiting Detroit.

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

**Funding Source:** Federal Highway Administration (FHWA) Funds - \$1,221,760; FY 2002 State Restricted Comprehensive Transportation Funds - \$305,440.

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

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

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

**Selection:** Project will be bid by the DWCPA and the vendor selected according to Brooks Act requirements.

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

**Zip Code:** 48214.

54. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount  
 Amendatory Contract (2004-0165/A1) between MDOT and the City of Fremont will add paint marking and lighting on runway 18 to the project and will increase the contract amount by \$30,000. The original contract provides for the construction of the extension of runway 18/36, the rehabilitation of runway 9/27, and utility relocation at the Fremont Municipal Airport in Fremont, Michigan. The contract term remains unchanged, April 8, 2004, through April 7, 2024. The revised contract amount will be \$973,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$848,700	\$27,000	\$875,700
State Restricted Aeronautics Funds	\$ 47,150	\$ 1,500	\$ 48,650
City of Fremont Funds	\$ 47,150	\$ 1,500	\$ 48,650
Total	<u>\$943,000</u>	<u>\$30,000</u>	<u>\$973,000</u>

**Purpose/Business Case:** The amendment will allow for a change in service in order to cover the cost of paint marking and lighting on runway 18 to accommodate the new instrument approach to the runway end, as required by the Federal Aviation Administration (FAA).

**Benefit:** This work will enhance the safety of the airport and will comply with FAA regulations.

**Funding Source:** FAA Funds - \$875,700; State Restricted Aeronautics Funds - \$48,650; City of Fremont Funds - \$48,650; Contract Total - \$973,000.

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

**Risk Assessment:** If the contract is not awarded, the airport sponsor will be in non-compliance with FAA regulations.

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

**Selection:** N/A.

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

**Zip Code:** 49412.

55. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount  
 Amendatory Contract (2004-0608/A1) between MDOT and Romeo Airport Management, LLC, will add the design and construction of the rehabilitation of the northeast taxiways to the project and will increase the contract amount by \$90,000. The original contract provides for the design and construction of a partial parallel taxiway at the Romeo State Airport in Romeo, Michigan. The contract term remains unchanged, October 1, 2004, through September 30, 2024. The revised contract amount will be \$577,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$438,300	\$ 0	\$438,300
State Restricted Aeronautics Funds	\$ 24,350	\$90,000	\$114,350
Romeo Airport Management, LLC, Funds	\$ 24,350	\$ 0	\$ 24,350
Total	<u>\$487,000</u>	<u>\$90,000</u>	<u>\$577,000</u>

**Purpose/Business Case:** The amendment will allow for a change in service in order to cover the cost of the rehabilitation of the northeast taxiways.

**Benefit:** The taxiway pavements have deteriorated beyond their useful lives. The rehabilitation will prevent the pavements from becoming unusable due to problems with foreign object damage (FOD). The contractor working on the parallel taxiway is willing to rehabilitate the northeast taxiways.

**Funding Source:** Federal Aviation Administration Funds - \$438,300; State Restricted Aeronautics Funds - \$114,350; Romeo Airport Management, LLC, Funds - \$24,350; Contract Total - \$577,000.

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

**Risk Assessment:** The risk of not awarding the amendment is that claims may be filed by aircraft owners due to FOD problems.

\*Denotes a non-standard contract/amendment

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

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

**Zip Code:** 48083.

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

Contract (2005-0312) between MDOT and the Menominee/Marinette Twin County Airport Commission will provide federal and state grant funds for the rehabilitation of runway 3/21 with the application of a porous friction course, including crack sealing; for runway intersection grade correction and paint marking of runways 3/21 and 14/32 and associated taxiways; and for the replacement of the taxiway E sign at the Menominee/Marinette Twin County Airport in Menominee, 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 \$350,000. Source of Funds: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$179,062; Menominee/Marinette Twin County Airport Commission Funds - \$20,938.

**Purpose/Business Case:** The project includes the rehabilitation of runway 3/21 with the application of a porous friction course and crack sealing, intersection grade correction for runways 3/21 and 14/32, paint marking of runways 3/21 and 14/32 and associated taxiways, and taxiway E sign replacement.

**Benefit:** The pavement life will be extended for runway 3/21 with the crack sealing. The porous friction course application on runway 3/21 will improve the pavement skid resistance and mitigate hydroplaning on the paved surface. Remarketing of all painted airfield surfaces will enhance the visibility of the markings and increase safety for aircraft. The taxiway E sign replacement is necessary to comply with an FAA letter of correction.

**Funding Source:** FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$179,062; Menominee/Marinette Twin County Airport Commission Funds - \$20,938; Contract Total - \$350,000.

**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 will be bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** The project is for improvements to existing facilities. There is no new construction.

**Zip Code:** 49858.

57. MULTI-MODAL (Aeronautics) - Design and Construct Perimeter Fencing

Contract (2005-0313) between MDOT and the Luce County Board of Commissioners will provide federal and state grant funds for the design and construction of perimeter fencing (phase 1) at the Luce County Airport in Newberry, 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 \$392,401. Source of Funds: FAA Funds (via block grant) - \$313,921; State Restricted Aeronautics Funds - \$68,670; Luce County Funds - \$9,810.

**Purpose/Business Case:** The project includes the design and construction of perimeter fencing (phase 1) at the Luce County Airport.

**Benefit:** The fencing will provide security for the airport.

**Funding Source:** FAA Funds (via block grant) - \$313,921; State Restricted Aeronautics Funds - \$68,670; Luce County Funds - \$9,810; Contract Total - \$392,401.

**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 six bidders.

**Selection:** N/A.

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

**Zip Code:** 49868.

58. MULTI-MODAL (Aeronautics) - Building Demolition and Site Work

Contract (2005-0314) between MDOT and the Mackinac County Board of Commissioners will provide federal and state grant funds for the demolition of a building and for the site work for a t-hangar area (design only) at the Mackinac County Airport in St. Ignace, 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 \$73,500. Source of Funds: FAA Funds (via block grant) - \$58,800; State Restricted Aeronautics Funds - \$12,862; Mackinac County Funds - \$1,838.

**Purpose/Business Case:** The project includes the demolition of a building and the site work for a t-hangar area (design only).

**Benefit:** The demolition of the existing building adjacent to the terminal building will allow for future airport expansion. The design of the site work for a t-hangar area will prepare the site for additional hangar storage.

**Funding Source:** FAA Funds (via block grant) - \$58,800; State Restricted Aeronautics Funds - \$12,862; Mackinac County Funds - \$1,838; Contract Total - \$73,500.

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

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

**Cost Reduction:** The construction was bid locally and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49781.

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

Contract (2005-0315) between MDOT and the Alpena County Board of Commissioners will provide for a grant under the carrier recruitment and retention category of the air service program in order to operate dedicated/originating air service at the Alpena County Regional Airport in Alpena, Michigan. The new air service will operate from the Alpena County Regional Airport (APN) to the Detroit Metropolitan Wayne County Airport (DTW). The grant will be used to offset potential losses that may result from the new service. The contract will be in effect from the date of award through July 31, 2006. The estimated project amount will be \$112,500. Source of Funds: State Restricted Aeronautics Funds - \$50,000; Alpena County Funds - \$62,500.

**Purpose/Business Case:** The contract will provide a state funding match of \$50,000 for the purpose of securing a \$445,950 federal grant under the Small Community Air Service Development Program. The combined funding will be used to mitigate potential financial losses that may result from the new service at the Alpena County Regional Airport.

**Benefit:** The traveling public will benefit from the increased seat availability as well as the improved connections associated with earlier arrivals at DTW. Previously, all flights operating through Alpena originated in Sault Ste. Marie, which resulted in limited seat availability for Alpena area travelers.

**Funding Source:** State Restricted Aeronautics Funds - \$50,000; Alpena County Funds - \$62,500; Contract Total - \$112,500.

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

**Risk Assessment:** The risk of not awarding the contract is loss of the federal grant. In addition, passenger usage of the airport may continue to decline, as passengers will be forced to seek alternative airports for available seats and better-timed flights.

**Cost Reduction:** Alpena County will be contributing up to \$62,500 in local funding to reduce the necessary size of the state grant.

**Selection:** N/A.

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

**Zip Code:** 49707.

60. MULTI-MODAL (Aeronautics) - Design of Taxiway and Hangar

Contract (2005-0316) between MDOT and the Presque Ile County Board of Commissioners will provide federal and state grant funds for the design of a partial parallel taxiway and hangar at the Presque Ile County/Rogers City Airport in Rogers City, 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 \$25,000. Source of Funds: FAA Funds (via block grant) - \$20,000; State Restricted Aeronautics Funds - \$4,375; Presque Ile County Funds - \$625.

**Purpose/Business Case:** To provide for the design of a partial parallel taxiway and hangar.

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

**Funding Source:** FAA Funds (via block grant) - \$20,000; State Restricted Aeronautics Funds - \$4,375; Presque Ile County Funds - \$625; Contract Total - \$25,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49779.

61. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0318) between MDOT and the Lenawee County Board of Commissioners will provide state grant funds for the land acquisition condemnation costs of parcels 26, 27, E28, 34, 35, 38, 43, and 44 at the Lenawee County Airport in Adrian, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$900,000. Source of Funds: State Restricted Aeronautics Funds - \$810,000; Lenawee County Funds - \$90,000.

**Purpose/Business Case:** To provide for the payment of land acquisition condemnation costs of parcels 26, 27, E28, 34, 35, 38, 43, and 44. The project includes the cost of the parcels, additional court-awarded just compensation, and attorney fees.

**Benefit:** The settlement will enable the land to be purchased; the land is needed for a runway extension project.

**Funding Source:** State Restricted Aeronautics Funds - \$810,000; Lenawee County Funds - \$90,000; Contract Total - \$900,000.

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

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

**Cost Reduction:** The cost is a court-ordered settlement award.

**Selection:** N/A.

**New Project Identification:** This is reimbursement for an existing project.

**Zip Code:** 49221.

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

Contract (2005-0322) between MDOT and the City of Detroit will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Coleman A. Young International Airport in Detroit, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$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 increase 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:** 48213.

63. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training  
Contract (2005-0323) between MDOT and the Otsego County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Otsego County Airport in Gaylord, 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 increase 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:** 49734.
64. MULTI-MODAL (Aeronautics) - Rehabilitate Runway and Install Lighting  
Contract (2005-0326) between MDOT and the St. Clair County Board of Commissioners will provide federal and state grant funds for the rehabilitation of runway 10/28 and for the installation of medium intensity runway lighting (MIRL) at the St. Clair County International Airport in Port Huron, 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 \$820,000. Source of Funds: FAA Funds (via block grant) - \$294,933; State Restricted Aeronautics Funds - \$470,718; St. Clair County Funds - \$54,349.
- Purpose/Business Case:** To provide for the rehabilitation of runway 10/28 and the installation of MIRL.
- Benefit:** The project will extend the useful life of the runway and enhance the safety of airport users.
- Funding Source:** FAA Funds (via block grant) - \$294,933; State Restricted Aeronautics Funds - \$470,718; St. Clair County Funds - \$54,349; Contract Total - \$820,000.
- 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 four bidders.
- Selection:** N/A.
- New Project Identification:** This is rehabilitation of an existing facility.
- Zip Code:** 48074.

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

Contract (2005-0327) between MDOT and the Saginaw County Board of Commissioners will provide federal and state grant funds for the rehabilitation and expansion of an apron, the rehabilitation of taxi streets, the relocation of a fuel farm, and improvements to the runway safety area (RSA) at the Saginaw County H. W. Browne Airport in Saginaw, 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 \$250,000. Source of Funds: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$89,063; Saginaw County Funds - \$10,937.

**Purpose/Business Case:** To provide for the rehabilitation and expansion of an apron, the rehabilitation of taxi streets, the relocation of a fuel farm, and improvements to the RSA.

**Benefit:** The rehabilitation will extend the useful life of the pavement and enhance the safety of airport users. The apron expansion will allow for larger aircraft and more traffic on the apron. (The current size of the apron is not adequate for the amount of traffic at this airport.) The RSA improvements will meet current FAA regulations. The fuel farm relocation will allow for easier access to the fuel for pilots and increased safety by moving the fuel away from the terminal building.

**Funding Source:** FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$89,063; Saginaw County Funds - \$10,937; Contract Total - \$250,000.

**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 five bidders.

**Selection:** N/A.

**New Project Identification:** The project is 53% rehabilitation/relocation and 47% expansion.

**Zip Code:** 48601.

66. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment /Air Service Program

Contract (2005-0328) between MDOT and the Alpena County Board of Commissioners will provide for a grant under the Air Service Program for the purchase and installation of a digital sign on M-32 and Airport Road at the Alpena County Regional Airport in Alpena, Michigan. The contract will be in effect from the date of award through three years. The cost of the project is estimated at \$27,500. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Alpena County Funds - \$2,500.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$25,000; Alpena County Funds - \$2,500; Contract Total \$27,500.

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

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** Project is reviewed by MDOT project manager for further cost savings.

**Selection:** N/A.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49707.

67. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment /Air Service Program  
Contract (2005-0329) between MDOT and the Delta County Board of Commissioners will provide for a grant under the Air Service Program for the purchase of two Unicom radios, two handhelds VHF Unicom radios, broadband wireless service, and a crowd control belt system at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through three years. The cost of the project is estimated at \$4,455. Source of Funds: State Restricted Aeronautics Funds - \$4,050; Delta County Funds - \$405.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$4,050; Delta County Funds - \$405; Contract Total \$4,455.

**Commitment Level:** Costs are reimbursed up to the maximum amount of the state funds available.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** The contract is for a fixed amount.

**Selection:** N/A.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49829.

68. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment /Air Service Program  
Contract (2005-0330) between MDOT and the Bishop International Airport Authority (BIAA) will provide for a grant for the conversion of two existing jetway floors to the kind(s) used to accommodate regional aircraft at the Bishop International Airport in Flint, Michigan. The contract will be in effect from the date of award through three years. The cost of the project is estimated at \$40,000. Source of Funds: State Restricted Aeronautics Funds - \$20,000; BIAA Funds - \$20,000.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$20,000; BIAA Funds - \$20,000; Contract Total - \$40,000.

**Commitment Level:** Costs are reimbursed up to the maximum amount of the state funds available.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** The contract is for a fixed amount.

**Selection:** N/A.

**New Project Identification:** The project includes terminal building modifications at an existing facility.

**Zip Code:** 49507.

69. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment /Air Service Program  
Contract (2005-0331) between MDOT and the Houghton County Board of Commissioners will provide for a grant under the Air Service Program for the installation of a door on the inside of the operations area for security at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through three years. The cost of the project is estimated at \$27,500. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Houghton County Funds - \$2,500.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$25,000; Houghton County Funds - \$2,500; Contract Total - \$27,500.

**Commitment Level:** Costs are reimbursed up to the maximum amount of the state funds available.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** The contract is for a fixed amount.

**Selection:** N/A.

**New Project Identification:** This project is for terminal building modifications at an existing facility.

**Zip Code:** 49913.

70. MULTI-MODAL (Aeronautics) - Purchase of Equipment  
Contract (2005-0332) between MDOT and the Gogebic County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (snow blower) at the Gogebic-Iron County Airport in Ironwood, 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 \$81,500. Source of Funds: FAA Funds (via block grant) - \$65,200; State Restricted Aeronautics Funds - \$14,262; Gogebic County Funds - \$2,038.

**Purpose/Business Case:** To provide for the purchase of a snow blower.

**Benefit:** Will allow the airport to remove snow efficiently and allow the airport to remain open regardless of the season.

**Funding Source:** FAA Funds (via block grant) - \$65,200; State Restricted Aeronautics Funds - \$14,262; Gogebic County Funds - \$2,038; Contract Total - \$81,500.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49938.

71. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment /Air Service Program  
Contract (2005-0333) between MDOT and the Dickinson County Board of Commissioners will provide for a grant under the Air Service Program for the modernization of the terminal building, including restroom and vending area improvements and lighting and other upgrades; the reorganization of the terminal parking area by sealing it to block out current markings and repainting it to direct parking by function to maximize convenience and safety; and the installation of directional signage at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through three years. The cost of the project is estimated at \$62,150. Source of Funds: State Restricted Aeronautics Funds - \$56,500; Dickinson County Funds - \$5,650.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$56,500; Dickinson County Funds - \$5,650; Contract Total - \$62,150.

**Commitment Level:** Costs are reimbursed up to the maximum amount of the state funds available.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** The contract is for a fixed amount.

**Selection:** N/A.

**New Project Identification:** This project is for terminal building modifications at an existing facility.

**Zip Code:** 49801.

72. MULTI-MODAL (Aeronautics) – Capital Improvement and Equipment/Air Service Program  
Contract (2005-0334) between MDOT and the Gogebic County Board of Commissioners will provide for a grant under the Air Service Program for the purchase and installation of two windsocks on runway 9-27 and the purchase of two fire suits and a friction tester at the Gogebic-Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through three years. The estimated project cost will be \$17,028. Source of Funds: State Restricted Aeronautics Funds - \$15,480; Gogebic County Funds - \$1,548.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$15,480; Gogebic County Funds - \$1,548; Contract Total - \$17,028.

**Commitment Level:** Costs are reimbursed up to the maximum amount of the state funds available.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** The contract is for a fixed amount.

**Selection:** N/A.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49938.

73. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment /Air Service Program  
Contract (2005-0335) between MDOT and the Capital Region Airport Authority (CRAA) will provide for a grant under the Air Service Program for the upgrade of the public address system in the terminal building at the Capital City Airport in Lansing, Michigan. The contract will be in effect from the date of award through three years. The cost of the project is estimated at \$50,000. Source of Funds: State Restricted Aeronautics Funds - \$25,000; CRAA Funds - \$25,000.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$25,000; CRAA Funds - \$25,000; Contract Total - \$50,000.

**Commitment Level:** Costs are reimbursed up to the maximum amount of the state funds available .

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** The contract is for a fixed amount.

**Selection:** N/A.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 48906.

74. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment /Air Service Program  
Contract (2005-0336) between MDOT and the Muskegon County Board of Commissioners will provide for a grant under the Air Service Program for the purchase of seven air-to-ground transceivers at Muskegon County Airport in Muskegon, Michigan. The contract will be in effect from the date of award through three years. The cost of the project is estimated at \$10,611. Source of Funds: State Restricted Aeronautics Funds - \$9,646; Muskegon County Funds - \$965.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$9,646; Muskegon County Funds - \$965; Contract Total - \$10,611.

**Commitment Level:** Costs are reimbursed up to the maximum amount of the state funds available.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** The contract is for a fixed amount.

**Selection:** N/A.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49441.

75. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment /Air Service Program  
Contract (2005-0337) between MDOT and the Emmet County Board of Commissioners will provide for a grant under the Air Service Program for the purchase of an informational kiosk for the terminal building at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect from the date of award through three years. The cost of the project is estimated at \$22,770. Source of Funds: State Restricted Aeronautics Funds - \$20,700; Emmet County Funds - \$2,070.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$20,700; Emmet County Funds - \$2,070; Contract Total \$22,770.

**Commitment Level:** Costs are reimbursed up to the maximum amount of the state funds available.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** The contract is for a fixed amount.

**Selection:** N/A.

**New Project Identification:** This project is for the purchase of new equipment.

**Zip Code:** 49769.

76. MULTI-MODAL (Aeronautics) – Capital Improvement and Equipment/Air Service Program  
Contract (2005-0338) between MDOT and the Chippewa County Economic Development Corporation (CCEDC) will provide for a grant under the Air Service Program for the purchase of one 100-watt ultra high frequency (UHF) Base Station with power supply, eight 45-watt 64-channel UHF mobile radios, and four 40-watt air band very high frequency (VHF) hand-held I-com radios at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through three years. The estimated project cost will be \$14,850. Source of Funds: State Restricted Aeronautics Funds - \$13,500; CCEDC Funds - \$1,350.

**Purpose/Business Case:** Capital improvement and equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$13,500; CCEDC Funds - \$1,350; Contract Total - \$14,850.

**Commitment Level:** Costs are reimbursed up to the maximum amount of the state funds available.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they can not afford to complete the projects without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** The contract is for a fixed amount.

**Selection:** N/A.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49788.

77. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0340) between MDOT and the City of Lowell will provide state grant funds for the land acquisition costs for parcels E1, E2, E4, E5, E6, E7, E8, and 3 at the Lowell City Airport in Lowell, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration (FAA) guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$50,000. Source of Funds: State Restricted Aeronautics Funds - \$45,000; City of Lowell Funds - \$5,000.

**Purpose/Business Case:** To provide for the land acquisition consultant costs for parcels E1, E2, E4, E5, E6, E7, E8, and 3, including preliminary interviews, appraisals, negotiations, and the engineering work required to complete the Exhibit X documents.

**Benefit:** Acquiring the property rights will provide for a safe approach to the airport by assuring that the area is free of existing or future obstructions.

**Funding Source:** State Restricted Aeronautics Funds - \$45,000; City of Lowell Funds - \$5,000; Contract Total - \$50,000.

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

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

**Cost Reduction:** The consultant was chosen in accordance with FAA guidelines.

**Selection:** N/A.

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

**Zip Code:** 49331.

78. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0341) between MDOT and the City of Charlotte will provide federal and state grant funds for the land acquisition costs of parcel 15 at the Fitch H. Beach Municipal Airport in Charlotte, 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 \$59,000. Source of Funds: FAA Funds (via block grant) - \$47,200; State Restricted Aeronautics Funds - \$10,324; City of Charlotte Funds - \$1,476.

**Purpose/Business Case:** To provide for the land acquisition costs of parcel 15. The contract will reimburse the City of Charlotte for funds expended due to condemnation award and relocation expenses.

**Benefit:** The settlement will enable the land to be purchased; the land is needed for the future construction of runway 12/30.

**Funding Source:** FAA Funds (via block grant) - \$47,200; State Restricted Aeronautics Funds - \$10,324; City of Charlotte Funds - \$1,476; Contract Total - \$59,000.

\*Denotes a non-standard contract/amendment

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

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

**Cost Reduction:** This amount is a court-ordered settlement and is not negotiable.

**Selection:** N/A.

**New Project Identification:** This is reimbursement for an existing project.

**Zip Code:** 48813.

79. MULTI-MODAL (Aeronautics) - Design of Fencing and Apron

Contract (2005-0342) between MDOT and the City of Fremont will provide federal and state grant funds for the design of fencing and rehabilitation of an aircraft-parking apron at the Fremont Municipal Airport in Fremont, 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 \$45,000. Source of Funds: FAA Funds (via block grant) - \$36,000; State Restricted Aeronautics Funds - \$7,875; City of Fremont Funds - \$1,125.

**Purpose/Business Case:** To provide the design engineering for fencing and rehabilitation of an aircraft-parking apron.

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

**Funding Source:** FAA Funds (via block grant) - \$36,000; State Restricted Aeronautics Funds - \$7,875; City of Fremont Funds - \$1,125; Contract Total - \$45,000.

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

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

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

**Selection:** N/A.

**New Project Identification:** This is a new fence and rehabilitation of an existing facility (apron).

**Zip Code:** 49412.

80. MULTI-MODAL (Aeronautics) – Construction of Terminal Building

Contract (2005-0343) between MDOT and Marlette Township will provide state grant funds for the construction of a terminal building at the Marlette Township Airport in Marlette, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$152,534. Source of Funds: State Restricted Aeronautics Funds - \$76,267; Marlette Township Funds - \$76,267.

**Purpose/Business Case:** To provide for the construction of a terminal building.

**Benefit:** The new terminal building will be a township hall as well as a terminal building for the airport. The project is a joint effort between Marlette Township and the airport and will benefit the entire community as well as pilots and airport users. It will provide much needed space and will replace the old building, which is no longer meeting the needs of the airport.

**Funding Source:** State Restricted Aeronautics Funds - \$76,267; Marlette Township Funds - \$76,267; Contract Total - \$152,534.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48453.

81. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2005-0347) between MDOT and the Hastings City/Barry County Airport Commission will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Hastings City/Barry County Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$69,350. Source of Funds: FAA Funds (via block grant) - \$55,480; State Restricted Aeronautics Funds - \$12,136; Hastings City/Barry County Airport Commission Funds - \$1,734.

**Purpose/Business Case:** To provide for the update of the airport layout plan.

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

**Funding Source:** FAA Funds (via block grant) - \$55,480; State Restricted Aeronautics Funds - \$12,136; Hastings City/Barry County Airport Commission Funds - \$1,734; Contract Total - \$69,350.

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

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

**Cost Reduction:** The consultant contract 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:** 49058.

82. \*TRANSPORTATION PLANNING – Revise Scope and Amount, Extend Term

Amendatory Contract (2002-0512/A2) between MDOT and Wilbur Smith Associates, Inc., Michigan will revise the scope of services of the Blue Water Bridge (BWB) Plaza study to add the completion of an Environmental Impact Statement (EIS), the completion of the 30 percent engineering analysis of a preferred alternative, the preparation of an engineering report, and the securing of a record of decision for the recommended alternative and to eliminate the preparation of the original engineering report and the preparation and review of the finding of no significant impact for the environmental assessment; will increase the contract amount by \$8,428,897.67; and will extend the contract term by 26 months to provide sufficient time for the consultant to complete the additional services. Initially, MDOT decided to conduct only an Environmental Analysis (EA) for this project. MDOT and the Federal Highway Administration later determined that this project may have significant environmental and community impacts in meeting border inspection agency needs and elevated the study from an EA to an EIS. The original contract provides for the conduct of an early preliminary engineering study of the BWB Plaza on the United States side of the BWB in Port Huron. The revised contract term will be August 22, 2002, through December 31, 2007. The revised contract amount will be \$11,578,971.96. Source of Funds: Federal Highway Administration Funds - \$10,421,074.76; State Restricted Trunkline Funds - \$1,157,897.20.

**Purpose/Business Case:** Will revise the scope of services for the Blue Water Bridge (BWB) Plaza study, will increase the contract amount by \$8,428,897.67, and will extend the contract term by 26 months to provide sufficient time for the consultant to complete the additional services.

**Benefit:** Will identify the best alternative design for a new border station and address significant noise, air pollution, traffic safety, and congestion problems at the BWB. MDOT has estimated that delays at this border cost manufacturers, shippers, trucking firms, and the Michigan/United States economy approximately \$150 million per year. The conversion of this study from an EA to an EIS will also provide a 30 percent engineering analysis and design for the project. By completing this additional work, MDOT can move directly into the final design phase, which will expedite the time needed to design and build a new plaza and access ramps by fifteen months.

**Funding Source:** Federal Highway Administration Funds - \$10,421,074.76; State Restricted Trunkline Funds - \$1,157,897.20.

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

**Risk Assessment:** Not approving this amendment and completing the EIS will result in delays in the construction of the new border station, and the current border station is inadequate to meet international commercial needs. Delays at the Port Huron/Sarnia crossing cost Michigan and the United States economy \$100-\$150 million per year. These costs will continue to grow as traffic increases.

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

**Selection:** Qualifications-based for original contract; best source for amendment. At the time of selection, MDOT requested that all consultants submitting proposals develop proposals for both an EA and an EIS. At that time, MDOT chose to move forward with an EA. The consultant was selected based on their qualifications for both options.

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

**Zip Code:** 48060.

83. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z45) issued under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the oversight of Phase III of the Woodward Heritage Team project. This authorization will be in effect from date of award, through June 30, 2006. The authorization amount will be \$482,000. The term of the master agreement is from October 1, 2002, through September 30, 2006. Source of Funds: 86% Federal Highway Administrations Funds and 14% SEMCOG 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 of transportation planning activities.

**Benefit:** Will allow the continuance of federal funds to complete Phase III.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 86% Federal Highway Administration Funds and 14% SEMCOG Funds.

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

**Risk Assessment:** Failure to comply with federal regulations as cited above could result in the decertification of the 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 cost of this planning activity/equipment is 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.

**Zip Code:** 49022.

84. \*TRANSPORTATION PLANNING - Programs To Educate All Cyclists  
 Amendatory Contract (2005-0038/A1) between MDOT and Programs to Educate All Cyclists (PEAC), a non-profit organization, will revise the participation percentages and dollar amounts. The information originally provided in the award summary was incorrect. The original contract provides for a safety and education program to enable individuals with disabilities to use their bicycles as transportation. This project was awarded to PEAC through the enhancement application process. The contract term remains unchanged, March 3, 2005, through December 31, 2006. The contract amount remains unchanged at \$473,300. Source of Funds: Federal Highway Administration (FHWA) Funds - \$283,980; State Restricted Trunkline Funds - \$90,570; PEAC Funds - \$98,750.

	<u>Original Contract Amount</u>	<u>Increase/ Decrease</u>	<u>Revised Contract Amount</u>
FHWA Funds	\$313,730.00	(\$29,750)	\$283,980
State Funds	\$90,570	\$ 0	\$ 90,570
PEAC Funds	\$69,000	\$29,750	\$ 98,750

**Purpose/Business Case:** To revise the federal and local participating percentages and dollar amounts. The information originally provided in the award summary was incorrect.

**Benefit:** Will correct the federal and local participation percentages and dollar amounts to allow payment to the non-profit organization.

**Funding Source:** Federal Highway Administration Funds - \$283,980; State Restricted Trunkline Funds - \$90,570; PEAC Funds - \$98,750.

**Commitment Level:** The contract costs remain unchanged.

**Risk Assessment:** If the contract is not amended, the non-profit organization will not receive payment from MDOT for the services.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48136.

85. \*TRANSPORTATION PLANNING - Jurisdictional Transfer MOU  
 Memorandum of Understanding (MOU) (2005-0294) between MDOT and the City of Gladwin will transfer jurisdiction of a portion (.15 miles total distance) of Old M-18/Cedar Court. Jurisdiction will transfer from MDOT to the city upon the date of award. This is a zero dollar MOU.

**Purpose/Business Case:** To transfer jurisdiction of the roadway segment from MDOT to the City of Gladwin. Jurisdictional transfers of old, unsigned state trunkline are made under the authority of P.A. 296 of 1969.

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48624.







89. LETTING OF JUNE 03, 2005  
 PROPOSAL 0506003 \$ ENG. EST. 310,203.25 \$ LOW BID 362,179.75  
 PROJECT STH 70609-78276  
 LOCAL AGRMT. 05-5083 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2005 16.76 %

Intersection improvements, constructing indirect left turn lanes, and curb and gutter on Greenly Street at US-31, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Langlois &amp; Sons Excavating, Inc.</b>	<b>\$ 362,179.75</b>	<b>Same</b>	<b>1 **</b>
Schippers Excavating, Inc.	\$ 364,540.96	Same	2
Milbocker and Sons, Inc.	\$ 367,754.34	Same	3
Wadel Stabilization, Inc.	\$ 372,969.22	Same	4
Stein Construction Co., Inc.	\$ 384,086.50	Same	5
Kamminga & Roodvoets, Inc.	\$ 395,297.76	Same	6
Brenner Excavating, Inc.	\$ 395,614.19	Same	7
Dykema Excavators, Inc.	\$ 415,247.32	Same	8
Geocon, Inc.	\$ 428,117.25	Same	9
Diversco Construction Company	\$ 458,729.08	Same	10
Nashville Construction Company	\$ 490,001.33	Same	11
Nagel Construction, Inc.			
Dan Hoe Excavating, Inc.			
C & D Hughes, Inc.			
Workman Contractors, Inc.			

11 Bidders

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

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

**Source of Funds:**

78276A  
 Ottawa County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 49422.



91. LETTING OF JUNE 03, 2005  
 PROPOSAL 0506031 \$ ENG. EST. LOW BID  
 PROJECT STUL 61407-56388 \$ 655,427.20 \$ 737,499.89  
 LOCAL AGRMT. 05-5195 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - 41 working days 12.52 %

1.25 mi of cold milling hot mix asphalt pavement, pavement removal, road widening, hot mix asphalt paving, concrete curb and gutter, drainage improvements and pavement markings on Whitehall Road from Giles Road to River Road, Muskegon County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Brenner Excavating, Inc.</b>	<b>\$ 737,499.89</b>	<b>Same</b>	<b>1 **</b>
Wadel Stabilization, Inc.	\$ 774,590.70	Same	2
Diversco Construction Company	\$ 786,516.00	Same	3
Kamminga & Roodvoets, Inc.	\$ 833,363.30	Same	4
Milbocker and Sons, Inc.	\$ 917,501.30	Same	5
Nashville Construction Company	\$ 918,412.46	Same	6
C & D Hughes, Inc.	\$ 947,791.30	Same	7
Omans Contracting, Inc.			
Rieth-Riley Construction Co., Inc.			
Dykema Excavators, Inc.			
Michigan Paving & Materials Co.			
Geocon, Inc.			
Hallack Contracting, Inc.			
Aggregate Industries-Central Region			
Nagel Construction, Inc.			
Bernie Johnson Trucking, Inc.			

7 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:**

56388A  
 Muskegon County 18.15 %  
 Federal Highway Administration Funds 81.85 %

**Selection:** Low bid.

**Zip Code:** 49445.





94. LETTING OF JUNE 03, 2005  
 PROPOSAL 0506063  
 PROJECT HPP 25402-83579  
 LOCAL AGRMT. 05-5201  
 START DATE 10 days after award  
 COMPLETION DATE - NOVEMBER 04, 2005

ENG. EST.                      LOW BID  
 \$ 631,116.75                \$ 705,335.00

% OVER/UNDER EST.  
 11.76 %

0.37 mi of total reconstruction and safety improvements on Ripley Road from south of Tinker Road to the bridge over Shiawassee River, in the city of Linden, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Zito Construction Co.</b>	<b>\$ 705,335.00</b>	<b>Same</b>	<b>1 **</b>
Ron Bretz Excavating, Inc.	\$ 709,092.42	Same	2
3-S Construction, Inc.	\$ 743,224.70	Same	3
Genoak Construction Company	\$ 799,200.00	Same	4
Ace Asphalt & Paving Co.			
Young's Environmental Cleanup, Inc.			
Cadillac Asphalt, LLC.			
Pro-Line Asphalt Paving Corp.			
L.J. Construction, Inc.			
C & D Hughes, Inc.			
Florence Cement Company			
Fisher Contracting Company			
Coop-Arz Excavating, LLC.			
ABC Paving Company			

4 Bidders

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

**Source of Funds:**

83579A  
 Federal Highway Administration Funds                      43.71 %  
 City of Linden    56.29 %

**Selection:** Low bid.

**Zip Code:** 48451.

**EXTRAS**

95. **Extra 2005 - 72**

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

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

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

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

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

Description of Project:

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

Administrative Board Approval Date:	October 1, 2002	
Contract Date:	December 20, 2002	
Original Contract Amount:	\$4,129,836.50	
Total of Overruns/Changes (Approved to Date):	269,058.56	+ 6.51%
Total of Extras/Adjustments (Approved to Date):	888,201.20	+ 21.51%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>39,854.04</u></b>	<b><u>+ 0.97%</u></b>
<b>Revised Total</b>	<b><u>\$5,326,950.30</u></b>	<b>+ 28.99%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 28.02% over the original budget for an **Authorized to Date Amount** of \$5,287,096.26.

Approval of this extra will place the authorized status of the contract 28.99% or \$1,197,113.80 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-65	1 r. 3, 2 r. 2, 4 r. 2	\$332,245.45	11/04/03
2004-61	5, 6, 11 r. 6, 12, 14 r. 2, 16, 18 r. 2, 19 r. 1, 20 r. 2, 24 r. 4, 25 r. 4	\$182,632.18	09/07/04
2004-81	26 r. 1, 27 r. 2	\$192,028.48	12/07/04
2005-62	23 r. 2, 28 r. 1	\$220,605.61	06/07/05

\*Denotes a non-standard contract/amendment  
7/5/05

Contract Modification Number(s): 29 r. 1

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

<b>CM 29</b>		
Cement	97.986 t @ \$157.00/t	\$15,383.80
Dr Structure, 600 mm dia	4.000 ea @ \$795.00/ea	3,180.00
Hand Patching	0.850 t @ \$140.00/t	119.00
Drainage Structure Adjustment – Force Account		3,227.41
Additional Sidewalk – Force Account		10,718.06
25 <sup>th</sup> Street Strain Pole Foundation – Force Account		<u>7,225.77</u>
<b>Total</b>		<b><u>\$39,854.04</u></b>

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

**CM 29**

The following extra work items were established on previous contract modifications: Cement; Dr Structure, 600 mm dia; and Hand Patching. This increase will adjust the previously authorized quantities to the final as-constructed quantities.

Additional cement is typically placed in concrete mixtures to allow early access to local residential and business establishments. Additional cement on this contract modification was required for winter protection. The additional cement will allow proper strength development in the concrete. The extra cost for Cement was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The project plans depict the use of 1200 mm diameter drainage structures at several locations. The existing utilities in some areas are such that a smaller drainage structure must be used due to space constraints. The extra cost for Dr Structure, 600 mm dia was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for Dr Structure, 600 mm dia was completely offset by a previous reduction of the original bid item Dr Structure, 1200 mm dia.

The existing roadway was milled per the project plans to remove the poor asphalt prior to overlay of the roadway. Traffic was maintained on the milled surface and additional asphalt material was necessary to properly maintain the integrity of the milled surface. The extra item, Hand Patching, was established to repair and maintain the roadway until the final course of asphalt was placed. The extra cost for Hand Patching was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar quantities and MDOT's Average Unit Price Index.

The proposed vertical profile of the roadway was modified to reduce the potential for encountering existing concrete, therefore reducing the need for concrete cold milling, which is difficult and expensive. Additionally, the avoidance of the existing concrete will maintain the structural integrity of the existing roadway.

The profile modification required drainage structure and sidewalk changes. The drainage structures which were previously adjusted had to be reset to the new profile grade and the extra cost for Drainage Structure Adjustment – Force Account is based on Section 109.07 of the 1996 Standard Specifications for Construction. The sidewalk had to be removed and replaced to allow for proper water conveyance away from the local building establishments. The cost for Additional Sidewalk - Force Account is based on Section 109.07 of the 1996 Standard Specifications for Construction.

The proposed location of the strain pole foundation at the intersection of M-85 (Fort Street) and 25<sup>th</sup> Street had to be relocated due to conflicts with the existing underground utilities. This relocation required extensive exploratory trenching and backfill to locate an acceptable location for the strain pole due to the utility conflicts in the area. The change in location involved open cutting, forming, and pouring the new strain pole foundation with a casing. The extra cost for 25th Street Strain Pole Foundation – Force Account is based on Section 109.07 of the 1996 Standard Specifications for Construction. The extra cost for this item will be partially offset by a reduction in the original bid item Strain Pole Fdn, Uncased.

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

This Extra was recommended for approval by the State Transportation Commission at its June 30, 2005, meeting, and is now recommended for approval by the State Administrative Board on July 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, 81.77%; State Restricted Trunkline, 16.03%; Detroit, 2.20%  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48216.

96. **Extra 2005 - 73**

Control Section/Job Number:	82123-52803	MDOT Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$87,017,186.71	

Description of Project:

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

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>380,033.85</u></b>	<b>+ <u>0.47%</u></b>
<b>Revised Total</b>	<b><u>\$80,906,121.93</u></b>	<b>+ 0.47%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$80,526,088.08.

Approval of this extra will place the authorized status of the contract 0.47% or \$380,033.85 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 1

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

**CM 1**

Steel Str. Cleaning and Coating Type 4 P03	<u>\$380,033.85</u>
<b>Total</b>	<b><u>\$380,033.85</u></b>

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

The cleaning and coating of one structure, P03, was not set up in the project plans. This structure was in a section of mill and resurface roadway that was added to the project just prior to letting. The pedestrian bridge painting work in this area was accidentally omitted from the project work during the late submittal. The existing coating on the structure is in poor condition, and cleaning and coating is necessary to preserve the steel beams. The extra cost for Steel Str. Cleaning & Coating Type 4 P03 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar cleaning and coating work bid on other pedestrian bridges in the project.

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 June 30, 2005 meeting, and is now recommended for approval by the State Administrative Board on July 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, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48227.

97. **Extra 2005 - 74**

Control Section/Job Number: 47008-39997 Local Agency Project

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

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

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

Designed By: Consultant  
Engineer's Estimate: \$331,099.35

Description of Project:

Remove existing structure, construction of a pre-stressed concrete box beam bridge, and related approach work on Gregory Road over Red Cedar River, in Handy Township, Livingston County.

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 16, 2004	
Original Contract Amount:	\$299,055.24	
Total of Overruns/Changes (Approved to Date):	(11,870.96)	- 3.97%
Total of Extras/Adjustments (Approved to Date):	17,280.00	+ 5.78%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>71,850.00</u></b>	<b><u>+ 24.03%</u></b>
<b>Revised Total</b>	<b><u>\$376,314.28</u></b>	<b>+ 25.84%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.81% over the original budget for an **Authorized to Date Amount** of \$304,464.28.

Approval of this extra will place the authorized status of the contract 25.84% or \$77,259.04 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 2

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

**CM 3**

Steel Sheet Piling, Special, Temporary	1.000 LS @ \$37,250.00/LS	\$37,250.00
Foundation Excavation, Special	1.000 LS @ \$5,000.00/LS	5,000.00
Conc, Grade T	74.000 m3 @ \$400.00/m3	<u>29,600.00</u>
<b>Total</b>		<b><u>\$71,850.00</u></b>

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

The original cofferdam design to be constructed in the field was authorized and approved by the engineer. Very slight driving resistance was noted during the placement of steel sheet piling for the abutment cofferdam. As a result of these site conditions, the engineer had an additional geotechnical investigation conducted which revealed a groundwater infiltration problem that could not be resolved with customary dewatering methods. It was determined that the most efficient and cost effective method was the placement of a tremie seal. Due to the discovered unstable soils, no conventional means or methods were available to the contractor for dewatering. The contractor designed a new cofferdam, consistent with the geotechnical findings. A tremie seal was placed in the cofferdam to control the water level and allow placement of substructure concrete in a dry condition. The extra items of Steel Sheet Piling, Special, Temporary; Foundation Excavation, Special; and Conc, Grade T were necessary for proper cofferdam completion and placement of the tremie seal.

The extra item Steel Sheet Piling, Special, Temporary was established to compensate the contractor for removal and replacement of the steel sheet piling in the proper alignment per the approved cofferdam design. The cost for Steel Sheet Piling, Special, Temporary was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

The extra item Foundation Excavation, Special was established to include all excavation required to place the tremie seal at the required depth and also includes the plan foundation excavation. The cost for Foundation Excavation, Special was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. The extra cost for this work will be partially offset by a future reduction in the original foundation excavation bid item.

The extra item Conc, Grade T was established to include the concrete necessary for placement of the concrete tremie seal. The tremie seal will allow placement of substructure concrete in a dry condition per Subsection 704.03.C of the 1996 Standard Specifications for Construction. The extra cost for Conc, Grade T was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work and quantities in conjunction with the work conditions.

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 June 30, 2005 meeting, and are now recommended for approval by the State Administrative Board on July 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, 64.75%; State Restricted Trunkline, 12.14%; Livingston County, 23.11%  
**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:** 48336.

98. **Extra 2005 - 75**

Control Section/Job Number: 38017-59715 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. This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

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

Contractor: E.T. MacKenzie Company  
4248 W. Saginaw Highway  
Grand Ledge, MI 48837

Designed By: Consultant  
 Engineer's Estimate: \$524,386.36

Description of Project:

Remove existing structure, construction of pre-stressed concrete box beam bridge and related approach work on Losey Avenue over the Grand River, in Summit Township, city of Jackson, Jackson County.

Administrative Board Approval Date:	December 21, 2004	
Contract Date:	January 19, 2005	
Original Contract Amount:	\$483,864.61	
Total of Overruns/Changes (Approved to Date):	10,164.40	+ 2.10%
Total of Extras/Adjustments (Approved to Date):	1,600.00	+ 0.33%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>102,500.00</u></b>	<b><u>+ 21.18%</u></b>
<b>Revised Total</b>	<b><u>\$598,129.01</u></b>	<b>+ 23.61%</b>

**Offset Information**

Total Offsets This Request	(26,230.00)	- 5.42%
Net Revised Request	\$76,270.00	+ 15.76%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.43% over the original budget for an **Authorized to Date Amount** of \$495,629.01.

Approval of this extra will place the authorized status of the contract 23.61% or \$114,264.40 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 2

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

**CM 2**

Cofferdams		<u>\$102,500.00</u>
Total		<u>\$102,500.00</u>

**CM 2 Offset Information**

Steel Sheet Piling, Temp, Left in Place	-610.000 Sft @ \$43.00/Sft	<u>(\$26,230.00)</u>
Total		<u>(\$26,230.00)</u>

Net Revised CM 2 Request	<u>\$76,270.00</u>
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<b>Total</b>	<b>\$102,500.00</b>
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**Reason(s) for Extra(s)/Adjustment(s):**

Steel sheet piling was depicted on the plans to provide protection to three sides of the cofferdam while constructing the new abutments. The original quantity of Steel Sheet Piling, Temp, Left in Place was 610 square feet, and the actual quantity necessary to provide protection on the three sides of the cofferdam was 1,922 square feet. In addition to the quantity overrun on the three sides, additional steel sheeting was required for the fourth (back) side of the cofferdam while building the new abutments. This fourth side sheeting was required due to the abnormally high water table and existing soil conditions. The additional sheeting was necessary to construct a cofferdam that enclosed each abutment area from the river and adjacent earth in order to allow the contractor to perform the required bridge work. The total dollar amount for the overrun in quantity would have been approximately \$122,550 at contract unit prices. After discussion with the project designer, it was determined that the steel sheeting was not required to stay in place and could be removed without compromising the design of the structure. A new pay item was negotiated to offset the increased quantity of sheeting required for the project. The extra cost for Cofferdams was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index and similar project work. The extra cost is partially offset by a \$26,230 reduction in the original bid item Steel Sheet Piling, Temp, Left in Place.

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 June 30, 2005 meeting, and is now recommended for approval by the State Administrative Board on July 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 Trunkline, 95%; City of Jackson, 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:** 49201.

99. **Extra 2005 - 76**

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

Description of Project:

Removal of a single span steel beam bridge, construction of a pre-stressed 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):	121,260.73	+ 7.92%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>30,828.84</u></b>	<b><u>+ 2.01%</u></b>
<b>Revised Total</b>	<b><u>\$1,682,571.30</u></b>	<b>+ 9.93%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.92% over the original budget for an **Authorized to Date Amount** of \$1,651,742.46.

Approval of this extra will place the authorized status of the contract 9.93% or \$152,089.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-32	2 r. 5	\$21,357.07	04/05/05
2005-70	6 r. 3	\$8,981.90	06/21/05

Contract Modification Number(s): 5 r. 3

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

**CM 5**

Relocation of DTE Overhead Power, Part 2 Construction (participating)	1.000 LS @ \$8,701.89/LS	\$8,701.89
Relocation of DTE Overhead Power, Part 2 Construction (non-participating)	1.000 LS @ \$22,126.95/LS	<u>22,126.95</u>
<b>Total</b>		<b><u>\$30,828.84</u></b>

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

During the design phase of the project, the local agency, in conjunction with MDOT, determined that the existing DTE power lines would not conflict with construction operations. After project work commenced, the contractor stated that the power lines were in conflict with his construction operations. 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 could not be shut down over a suitable length of time due to the summer cooling demands on DTE. 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.

A portion of 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 percent locally funded. The contractor had to adjust his work schedule and workforce around the relocation of the lines. These costs are accounted for with force account records and are respectively included in each item above. The cost for each extra item is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction. The extra item, Relocation of DTE Overhead Power, Part 2 Construction (non-participating) is 100 percent funded by the local agency.

\*Denotes a non-standard contract/amendment

Two payments were made to DTE by the contractor. The local agency requested that the costs associated with the relocation be considered as participating costs as all parties at a design meeting agreed that the facilities were not in conflict with the proposed work. DTE furnished documentation regarding the first payment, which allowed the processing of a portion of the work on a previous contract modification. To date, no such documentation has been received from DTE regarding the second payment, in which straight time and overtime costs would be detailed. The MDOT Oakland TSC has recommended that this contract modification be considered as non-participating to facilitate the payment to the contractor, and to encourage the city to recoup appropriate funds directly from DTE.

The extra item Relocation of DTE Overhead Power, Part 2 Construction (non-participating) is to compensate the contractor for the payment made to DTE. The extra item Relocation of DTE Overhead Power, Part 2 Construction (participating) is for work completed by the contractor, as described above due to the conflicts encountered and not previously included on a contract modification.

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%  
**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:** 48034.

100. **Extra 2005 - 77**

Control Section/Job Number:	82141-51501	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria	
Contractor:	E. C. Korneffel Co. 2691 Veterans Parkway Trenton, MI 48183	
Designed By:	Consultant	
Engineer's Estimate:	\$2,995,836.10	
Description of Project:	Superstructure replacement, pier repair, guardrail upgrading approach work on S01-3 and S01-4 at US-24 (Telegraph Road) under M-102 (8 Mile Road) Southfield, Wayne and Oakland Counties.	

Administrative Board Approval Date:	November 19, 2002	
Contract Date:	January 13, 2003	
Original Contract Amount:	\$2,297,956.76	
Total of Overruns/Changes (Approved to Date):	283,042.51	+ 12.32%
Total of Extras/Adjustments (Approved to Date):	113,438.98	+ 4.94%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>47,075.19</u></b>	<b><u>+ 2.05%</u></b>
<b>Revised Total</b>	<b><u>\$2,741,513.44</u></b>	<b>+ 19.31%</b>

**Offset Information**

Total Offsets This Request	(\$24,740.00)	- 1.08%
Net Revised Request	\$22,335.19	+ 0.97%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.26% over the original budget for an **Authorized to Date Amount** of \$2,694,438.25.

Approval of this extra will place the authorized status of the contract 19.31% or \$443,556.68 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 19 r. 1, 20 r. 9, 23 r. 2, 24

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

**CM 19**

Asphalt Repairs/Milling		\$1,605.71
E3 Joint Replacements		4,313.18
Bridge Deck Grinding		1,844.55
Curb Repairs and Structure Cover Replacement		<u>9,938.96</u>
Total		<u>\$17,702.40</u>

**CM 20**

Thermoplastic, Sprayable, 100 mm, Yellow	320.50 m @ \$1.38/m	\$442.29
Pavt Mrkg, Longit, 125 or Less Width, Rem	22.855 m @ \$1.77/m	<u>40.45</u>
Total		<u>\$482.74</u>

**CM 23**

Underbridge Wiring System & Fixtures, Revised		\$19,740.00
Traffic Control, Type A Revised		<u>5,000.00</u>
Total		<u>\$24,740.00</u>

\*Denotes a non-standard contract/amendment

**CM 23 Offset Information**

Traffic Control, Type A Negate	(\$5,000.00)
Underbridge Wiring System & Fixtures, Negate	<u>(19,740.00)</u>
Total	(\$24,740.00)

Net Revised CM Request \$0.00

**CM 24**

Exploratory Work, Street Lighting	<u>\$4,150.05</u>
Total	<u>\$4,150.05</u>

**Grand Total** **\$47,075.19**

Total Offsets This Request	(\$24,740.00)
Net Revised Request	<u>\$22,335.19</u>

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

**CM 19**

A portion of the existing bituminous surface adjacent to a new bridge approach was in poor condition. In order to provide a smooth transition to the bridge approach, this section of asphalt was milled and resurfaced. The extra cost for Asphalt Repairs/Milling is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

After project letting, it was determined that the existing pavement joints on US-24 below the M-102 bridges needed re-sealing. This work was completed while the traffic lanes on US-24 were closed during bridge reconstruction. The extra cost for E3 Joint Replacements is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

It was determined that portions of the new bridge decks ponded water along the barrier wall. The bridge decks were designed with a relatively flat vertical curve on the deck when approaching from the east side. It was determined that all of the design camber did not fully engage after pouring the bridge deck. This resulted in slight flat spots in specific locations that did not fully drain. This work was not attributable to poor workmanship. The contractor was directed to grind the bridge deck gutter lines to allow the proper conveyance of storm water. The extra cost for Bridge Deck Grinding is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Several areas of curb and gutter were in poor condition. The curb and gutter in these areas was removed and replaced to provide the proper conveyance of storm water. It was also discovered that several drainage structure covers were in poor condition. These covers were removed and replaced to provide the proper support for vehicular traffic. The extra cost for Curb Repairs and Structure Cover Replacement is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

**CM 20**

The extra work items Thermoplastic, Sprayable, 100 mm, Yellow and Pavt Mrkg, Longit, 125 or Less Width, Rem were established on previous contract modifications. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

Sprayable thermoplastic pavement markings were used for the final pavement markings in lieu of overlay cold plastic, as requested by the TSC traffic engineer due to regional adherence conditions. The extra cost for Thermoplastic, Sprayable, 100 mm, Yellow was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The cost for Thermoplastic, Sprayable, 100 mm, Yellow was partially offset by a previous reduction in the original overlay cold plastic pavement marking pay item.

Existing pavement markings were in conflict with the proposed maintaining traffic shift areas. The existing markings were removed to provide for the safe and orderly movement of traffic in the work zone. The extra cost for Pavt Mrkg, Longit, 125 or Less Width, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

### **CM 23**

The positive extra work items on this contract modification were established on a previous contract modification. The extra work items were previously established with an incorrect item code prefix number. This contract modification will correct the item code prefix number to the appropriate coding. This results in a zero dollar change to the contract and the \$24,740 offset for this correction is shown above. This item was processed to correct a paper work coding error.

Additional traffic control was necessary to complete the project work as directed in work order #8. This work was not included in the original costs as shown on the work order, but was necessary to complete the required work. The extra cost for Traffic Control, Type A Revised was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project work.

The plans did not depict the replacement of an existing underbridge lighting system on the westbound M-102 bridge over US-24. After construction began, the city of Southfield requested that the old existing underbridge lighting system be replaced. MDOT concurred with this request and directed the project designer to prepare a plan revision. The existing lighting system was removed when the existing bridge was demolished. The extra cost for Underbridge Wiring System & Fixtures, Revised was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project work.

### **CM 24**

The contractor was directed to complete exploratory work as required in work order #7. In order to proceed with the underbridge lighting additional work under the westbound bridge, it was necessary to identify which electrical circuits fed the respective street lights. There were two street light systems to be identified; the street lights to the project bridge and the street lights adjacent to the project. Once the identification was completed, it was also necessary to determine the proximity of the circuits to the bridge for calculation of new wire and conduit quantities. The extra cost for Exploratory Work, Street Lighting is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

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

These Extras are now recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 15.88%; Detroit, 1.16%; Southfield, 1.11%  
**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:** 48034, 48201.

101. **Extra 2005 - 78**

Control Section/Job Number: 81406-56825 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: Douglas N. Higgins, Inc.  
3390 Travis Pointe Road, Suite A  
Ann Arbor, MI 48108

Designed By: Consultant  
Engineer's Estimate: \$1,099,540.70

Description of Project:

Pavement and curb rehabilitation, improve Emerick Street intersection on Grove Street from Emerick Street to Michigan Avenue, in the city of Ypsilanti, Washtenaw County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	July 6, 2004	
Original Contract Amount:	\$1,009,105.69	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	38,968.00	+ 3.86%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>77,656.39</u></b>	<b><u>+ 7.70%</u></b>
<b>Revised Total</b>	<b><u>\$1,125,730.08</u></b>	<b>+ 11.56%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.86% over the original budget for an **Authorized to Date Amount** of \$1,048,073.69.

Approval of this extra will place the authorized status of the contract 11.56% or \$116,624.39 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 9, 3 r. 10

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

**CM 2**

Sanitary Lead (Grove Street)	1.000 LS @ \$3,088.33/LS	\$3,088.33
Concrete Base Course – Water Main Patch	40.160 Cyd @ \$270.00/Cyd	10,843.20
Hydrant Storz Connection	4.000 Ea @ \$275.00/Ea	1,100.00
12” Water Main Hydro-Stop	1.000 Ea @ \$6,500.00/Ea	6,500.00
8” Water Main Line Stop	2.000 Ea @ \$5,650.00/Ea	11,300.00
Cut-In Tee	1.000 Ea @ \$3,396.26/Ea	3,396.26
Downtime (Spring St. Tie-In)	3.000 Ea @ \$676.85/Ea	2,030.55
Remove Broken Valve in Existing Water System	1.000 Ea @ \$7,363.42/Ea	7,363.42
Bolt, Mechanical Expansion Anchored, 5/8” Concrete pavement ties to existing	204.000 Ea @ \$10.50/Ea	2,142.00
Edge Trimming	470.000 Ft @ \$1.50/Ft	705.00
Hydrant, Adj Extra Depth of Water Main	3.000 Ea @ \$516.67/Ea	1,550.01
Lighted Arrow, Type B, Furn	2.000 Ea @ \$378.00/Ea	756.00
Lighted Arrow, Type B, Oper	2.000 Ea @ \$1.05/Ea	2.10
Pavt for Butt Joints, Rem	23.100 Syd @ \$66.15/Syd	1,528.07
Water Main, 8 inch, Cut and Plug	2.000 Ea @ \$650.00/Ea	1,300.00
Total		<u>\$53,604.94</u>

**CM 3**

Pavt, Rem, Mod.	2,905.600 Syd @ \$6.50/Syd	\$18,886.40
Cold Patch	37.790 Ton @ \$95.00/Ton	3,590.05
Dr Structure Cover	180.000 Lb @ \$1.25/Lb	225.00
Dr Structure, 48 inch Dia	1.000 Ea @ \$1,350.00/Ea	1,350.00
Total		<u>\$24,051.45</u>

**Grand Total**

**\$77,656.39**

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

**CM 2**

A sanitary sewer lead to a local residential establishment was replaced because of the poor condition of the existing sanitary sewer lead. The extra cost for Sanitary Lead (Grove Street) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

The existing roadway cross section contained a concrete base course. When replacing the roadway section after water main work, a concrete base course was placed in the patch area to provide a uniform roadway section. The extra cost for Concrete Base Course – Watermain Patch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

The local fire department required a quick Storz connection be installed on several fire hydrants. The Storz connection is a quarter turn locking connection that allows the fire department to connect to the hydrant quicker in an emergency. This connection has recently been adopted in many of the surrounding communities. It was adopted by the local agency after the bid letting, but needed to be in place. The extra cost for Hydrant Storz Connection was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

The existing 12 inch water main along Grove Street could not be shut off for the proposed tie-ins to the new water main. A hydrostop is a temporary valve that allows a water main to be shut down because the existing valves are broken or otherwise inoperable. The extra cost for 12" Watermain Hydro-Stop was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

The existing water main along Michigan Avenue could not be shut down for construction operations due to inoperable valves. The contractor was directed to shut down two mains with temporary valves to complete project work. The extra cost for 8" Water Main Line Stop was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

An unforeseen 6 inch water main was discovered during construction operations. This 6 inch water main was a fire suppression line that fed an apartment complex. It was not depicted on any as built plans as a 6 inch water main; it was depicted as a water service. A water main tee fitting was required to connect the 6 inch water main with the 12 inch main line. The extra cost for Cut-In Tee was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

The contractor attempted to shut down the existing water main per the local agency's request in order to complete planned work. The contractor was unsuccessful in these attempts. Therefore, the existing water main at Spring Street and Grove Street had to be shut down by the local authority. The contractor was in stand by mode for three hours while the local authority was contacted and the water main shut down. The extra cost for Downtime (Spring St. Tie-In) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency.

While performing water main tie-ins on Grove Street, a water main valve broke in the closed position. This valve was left closed until the local authority could determine the best course of action for replacement. In December, the local authority requested the contractor to remove the broken valve from the system during the holiday shut down of a local manufacturing company. This coordinated shut down will not affect the manufacturing plant and was the reason the period was selected. The extra cost for Remove Broken Valve in Existing Water System was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

Anchor bolts were required to properly tie in the new concrete base course in the water main trenches with the existing concrete base courses. This will provide the proper roadway support when the work is completed. The extra cost for Bolt, Mechanical Expansion Anchored, 5/8" Concrete pavement ties to existing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

While performing water main work on Michigan Avenue, it was discovered that the existing concrete was excessively thick, as much as 30 inches in some areas. This thickness was not shown on the project plans. The thickened concrete required additional sawcuts to provide a proper interface between the old and new concrete during placement. The additional sawcuts were necessary, as the removal equipment had broken an irregular face along the concrete edge. The extra cost for Edge Trimming was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

Several fire hydrants required hydrant extensions during placement. The existing utilities caused the water main to be placed at a lower depth than anticipated. The additional depth of the water main required fire hydrant extensions. The extra cost for Hydrant, Adj Extra Depth of Water Main was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

The special provision for maintaining traffic as contained in the project proposal required the use of lighted arrow boards for the safe and orderly maintenance of traffic. A bid item for these lighted arrow boards was accidentally omitted from the original bid items during the design phase. The extra cost for Lighted Arrow, Type B, Furn and Lighted Arrow, Type B, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work in the region.

Pavement butt joints were added to the project due to scheduling of adjacent construction projects. This project was expected to be finished before the adjacent project. The butt joints were included in the adjacent projects. However, the adjacent project finished first, which then required this contract to place the butt joints. The extra cost for Pavt for Butt Joints, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work in the region.

An 8 inch water main was required to be cut and plugged during construction operations. This work will allow the proper water distribution in the local system. The plans indicate an 8 inch water main to a local manufacturing plant be reinstated. The 8 inch tee and valve were replaced during construction operations. It was later discovered through field investigation that this water main was no longer in use by the plant. The 8 inch water main stub had to be cut and plugged so there was not a stagnant off shoot on the main. This was to protect the safety of the public water supply because a stagnant run can produce bacteria in the system. The extra cost for Water Main, 8 inch, Cut and Plug was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is 100 percent funded by the local agency and was deemed reasonable when compared with average unit prices for similar work in the region.

### **CM 3**

The following extra work items were established on a previous contract modification: Pavt, Rem, Mod; Cold Patch; Dr Structure Cover; and Dr Structure, 48 inch dia. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

After construction operations began, concrete pavement was discovered under the existing asphalt pavement. This concrete pavement was required to be removed during roadway reconstruction and water main placement. The pavement core information was accidentally omitted from the bid documents. The extra cost for Pavt, Rem, Mod was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work in the region.

When construction operations began, it became apparent that the proposed jack and bore of the water main under Spring Street would not be possible due to existing utilities. The water main replacement work required the roadway to be open cut. The open cut required the use of asphalt cold patch to temporarily open the road to traffic until the permanent pavement could be placed. The extra cost for Cold Patch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work in the region.

Existing drainage structure covers were in poor condition. These drainage structure covers were replaced to provide the proper support for vehicular traffic. The extra cost for Dr Structure Cover was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work in the region.

When construction operations began it became apparent that several project drainage structures were too small as designed. The 2 foot structures as planned would need to be 4 foot diameter structures to provide the proper conveyance of water and be in accordance with current standards. The extra cost for Dr Structure, 48 inch Dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work in the region. The extra cost was partially offset by a previous reduction in the original bid item Dr Structure, 24 inch Dia.

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 June 30, 2005 meeting, and are now recommended for approval by the State Administrative Board on July 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, 40.23%; City of Ypsilanti, 59.77% (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:** 48198.

102. **Extra 2005 - 79**

Control Section/Job Number:	82062-47064A	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: Consultant  
 Engineer's Estimate: \$10,795,560.81

Description of Project:

3.1 km of road reconstruction, water main and storm sewer replacement, streetscape improvements, traffic signal upgrading, and deck patching and joint replacement on-bridge structure (S33) on US-12 (Michigan Avenue) from Firestone to I-94 in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 25, 2003	
Original Contract Amount:	\$10,027,126.66	
Total of Overruns/Changes (Approved to Date):	688,829.37	+ 6.87%
Total of Extras/Adjustments (Approved to Date):	925,617.62	+ 9.23%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>\$141,091.47</u></b>	<b><u>+1.41%</u></b>
<b>Revised Total</b>	<b><u>\$11,782,665.12</u></b>	<b>+ 17.51%</b>

**Offset Information**

Total Offsets This Request	(1,150.00)	- 0.01%
Net Revised Request	\$139,941.47	+ 1.40%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.10% over the original budget for an **Authorized to Date Amount** of \$11,641,573.65.

Approval of this extra will place the authorized status of the contract 17.51% or \$1,755,538.46 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-43	20 r. 1	\$286,478.68	07/06/04
2004-72	22 r. 3, 24 r. 3, 25 r. 3	\$238,935.24	11/02/04

Contract Modification Number(s): 26 r. 3, 29 r. 2, 30 r. 2, 31 r. 2, 32 r. 1, 33 r. 2, 35 r. 3

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

<b>CM 26</b>		
Furnish/Install Plated Guardrail Posts	2.000 ea @ \$239.00/ea	\$478.00
Furnish and Install Guardrail Blocking Barricade, Type III, Double Sided, Lighted Oper	2.000 ea @ \$32.00/ea	64.00
Barricade, Type III Double Sided, Lighted, Furn	6.000 ea @ \$0.02/ea	0.12
Traffic Signal Extension (Miller and Michigan Ave only)	8.000 ea @ \$159.08/ea	1,272.64
Guardrail Anch, Bridge, Det T3	1.000 LS @ \$421.00/LS	421.00
Total	1.000 ea @ \$1,565.00/ea	<u>1,565.00</u>
		<u>\$3,800.76</u>

**CM 26 Offset Information**

Guardrail Anch, Bridge, Det T4	(\$1,150.00)
Total	(\$1,150.00)

Net Revised CM 26 Request \$2,650.76

**CM 29**

Conc Pavt w/Integral Curb, Nonreinf, 256	219.450 m2 @ \$70.00/m2	\$15,361.50
Excavation/Grading Special	600.000 m @ \$32.85/m	19,710.00
Sign, Type B, Temporary, Prismatic – Special Legend	13.680 m2 @ \$50.00/m2	684.00
Directional Bore 100mm Conduit	153.520 m @ \$135.00/m	20,725.20
Aggregate Base, 300 mm special	600.000 m2 @ \$13.75/m2	8,250.00
Bit Surface, Rem	750.000 m2 @ \$2.90/m2	2,175.00
Pavt, Rem Special	33,721.600 m2 @ \$0.79/m2	<u>26,640.06</u>
Total		<u>\$93,545.76</u>

**CM 30**

Post Hole Through Ex Conc for Steel Pole	200.000 ea @ \$85.00/ea	<u>\$17,000.00</u>
Total		<u>\$17,000.00</u>

**CM 31**

Non Hazard Contam Material Disposal Fee	378.500 m3 @ \$0.18/m3	<u>\$68.13</u>
Total		<u>\$68.13</u>

**CM 32**

Sign, Type B, Temporary, Prismatic – Special Legend	9.000 m2 @ \$50.00/m2	<u>\$450.00</u>
Total		<u>\$450.00</u>

**CM 33**

Excavation around DTE conduit		\$1,959.42
City Water Main Shutdown Delay		4,723.41
Water Main Shut Down Delay – Exist 200mm		3,173.28
Sewer Tap, 900mm for 150mm Outlet at Danny's Repair Shop	1.000 ea @ \$2,780.38/ea	2,780.38
Structures, Rem Electric Vault @ 3+337 Lt	1.000 LS @ \$1,703.73/LS	<u>1,703.73</u>
Total		<u>14,340.22</u>

\*Denotes a non-standard contract/amendment

**CM 35**

Excavation Around DTE Duct for Redesign of Storm Sewer		\$632.84
Footing Rem.		402.42
Miller Rd Footing Rem		4,039.62
Utility Conflict at Catch Basin #22	1.000 ea @ \$2,841.12/ea	2,841.12
Sidewalk Repair to Promote Drainage	1.000 ea @ \$562.08/ea	562.08
Repair Entrance	1.000 ea @ \$2,855.92/ea	2,855.92
Saw Cut Sidewalk Ramps	1.000 ea @ \$552.60/ea	<u>552.60</u>
Total		<u>\$11,886.60</u>

**Total****141,091.47**

Total Offsets This Request	(\$1,150.00)
Net Revised Request	<u>\$139,941.47</u>

**Reason(s) for Extra(s)/Adjustment(s):****CM 26**

The plans incorrectly identified a T4 guardrail anchorage detail for use on a project bridge structure. MDOT's Standard Plan R-67-E requires a T3 guardrail anchorage, which was confirmed with the project's designer. The extra work required plated guardrail posts to anchor the new posts to an existing concrete pier footing, and the work for blocking was needed since the spacer blocks had to be custom fit to attach the guardrail anchorage to the existing pier column. The extra cost for Furnish/Install Plated Guardrail Posts, Furnish and Install Guardrail Blocking, and Guardrail Anch, Bridge, Det T3 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. The extra cost is partially offset by a \$1,150.00 reduction in the original bid item Guardrail Anch, Bridge, Det T4.

Additional traffic control signage was recommended by the regional traffic specialist to enhance safety and vehicular movements. These signs help to delineate where the roadway is closed to vehicular traffic. The extra cost for Barricade, Type III, Double Sided, Lighted Oper and Barricade, Type III Double Sided, Lighted, Furn was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The existing railroad bridge was reducing sight distance at a project intersection. This was occurring during the designated traffic shifts per the contract proposal. The extra payment for the traffic signal extension compensates the contractor for furnishing and installing an extension tube to the previously installed temporary traffic signal. An extension tube consists of a steel threaded pipe attached to the signal head that is suspended from the span wire. This was used to adjust the height of the signal head to better accommodate sight distance. This extension was needed to provide westbound US-12 traffic advanced sight distance when approaching the intersection from under the existing railroad bridge. The cost for Traffic Signal Extension (Miller and Michigan Ave only) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

## **CM 29**

The extra work item Conc Pavt w/Integral Curb, Nonreinf, 256 was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

MDOT received a permit from the Wayne County Department of Public Service (WCDPS) that required four local street approaches within the project limits be constructed with concrete pavement. These approaches were originally planned for asphalt pavement. A WCDPS permit was required as a significant portion of the street approaches to be reconstructed is on Wayne County right-of-way. The permit requirement that these approaches were to be paved with concrete was agreed to by MDOT after project award. The local streets are planned to be reconstructed using concrete pavement. The extra cost for Conc Pavt W/Integral Curb, Nonreinf, 256 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to bid prices for similar work items. The extra cost for Conc Pavt W/Integral Curb, Nonreinf, 256 was partially offset by a previous reduction in the original asphalt bid items.

An existing gas main was located under the proposed curb and gutter. The contractor was required to excavate with care in the 600 meter affected area. The gas main was not shown in this location on the project plans. The location of the gas main required the typical section to be reviewed and revised. A full depth aggregate base was utilized under the proposed curb and gutter. The contractor had to take the special precautions when excavating for the new curb and gutter. The extra cost for Excavation / Grading Special and Aggregate Base, 300 mm special was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

A change in staging allowed the project to be expedited and opened to traffic in 2004. The change in staging caused a section of roadway to be reduced to one lane in each direction and left turns were prohibited. Additional traffic control signage was placed to direct traffic to allowable areas to access local business establishments. The extra cost for Sign, Type B, Temporary, Prismatic – Special Legend was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Additional conduit placement was required in conjunction with the installation of the city of Dearborn communication cable relocation. The construction of a catch basin was in direct conflict with the existing communication cable. The relocation required the replacement of conduit and cable. The directional bore was required to install conduit west of the project limits to the nearest communication structure. The extra cost for Directional Bore 100mm Conduit was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items.

Asphalt was utilized to construct two temporary drives to provide access to the businesses during staged construction. Asphalt was also used to patch the area between the curb and sidewalk on the south side of US-12 in one area during the winter due to the delay in the relocation of a utility conduit system. This extra item provides payment for removal of the asphalt surface to complete contract work. The extra cost for Bit Surface, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. Reimbursement cost will be pursued with the local utility.

The contractor experienced several months of delay due to utility conflicts with planned work. The contractor was allowed to use a resonant pavement breaker during stages 3 and 4. The use of this equipment allows the contractor to accelerate the work to complete the project early. The extra cost for Pavt, Rem special was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The negotiated unit cost is based on an invoice from Resonant Machine Inc., with the contractor's cost for utilizing conventional pavement breaking methods. The contractor provided a breakdown of labor and equipment costs to complete the work of pavement removal using the conventional method. An evaluation of these costs compared to the invoiced costs for the resonant breaker was done to justify the reasonableness of the invoice.

### **CM 30**

The project was designed to have traffic signs banded to street lights. Due to the local utilities requirements for banding of signs, it was determined that all new signs would be post mounted. The new requirements involved joint use agreements, as the banding could potentially harm the coating on the street light pole. To avoid any project delays, the joint use agreements were not pursued. This change requires coring through the sidewalk to place the posts throughout the project. The extra cost for Post Hole Through Ex Conc for Steel Pole was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

### **CM 31**

The extra work item Non Hazard Contam Material Disposal Fee was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

The extra disposal fee for non hazardous contaminated material is associated with the State of Michigan's previously enacted program fee, Senate Bill 581, in regards to solid waste disposal. The program fee took effect October 1, 2003, and adds an additional dump fee of \$0.09 per cubic meter for the State. The Wayne County Department of Environmental Quality has also added an additional fee of \$0.07 per cubic meter. Per Section 109.07 the 15 percent material markup was also applied to arrive at the final cost per cubic meter of \$0.18. The extra cost for Non Hazard Contam Material Disposal Fee is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

### **CM 32**

The extra work item Sign, Type B, Temporary, Prismatic – Special Legend was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

A change in staging allowed the project to be expedited and opened to traffic in 2004. The change in staging caused a section of roadway to be reduced to one lane in each direction and left turns were prohibited. Additional traffic control signage was placed to direct traffic to allowable areas to access local business establishments. The extra cost for Sign, Type B, Temporary, Prismatic – Special Legend was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

### **CM 33**

An existing utility conduit was located within the proposed roadway subbase. The utility company advised that relocation would take four to six weeks. It was decided to proceed with construction operations rather than delay the project. The contractor had to perform excavation operations with due care to avoid damage to the existing utility. The contractor had to use hand methods to complete this work. The extra cost for Excavation around DTE conduit is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

On July 24, 2004, the city of Dearborn was unable to achieve a complete shutdown of their 600 mm water main at Firestone Street. This caused the contractor a delay in their connecting to the existing water main, as well as an expense to pump the water that was leaking due to the lack of a complete shutdown. The extra cost for City Water Main Shutdown Delay is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction. The extra cost is 100 percent funded by the local agency.

On July 17, 2004, the city of Dearborn was unable to shutdown their existing 200 mm water main at Orchard Street due to a faulty valve. The contractor, unaware of this situation, proceeded to cut the existing water main. The water main was to be cut and plugged, which would allow the proposed storm sewer to be placed. The main was live and the remainder of the day was spent pumping water and trying to locate the valve to shut off the active water main. A repair sleeve was placed on the 200 mm water main to maintain pressure and stop the leaking until the new main was placed through this area. The extra cost for Water Main Shut Down Delay – Exist 200mm is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction. The extra cost is 100 percent funded by the local agency.

The contractor was directed to make a sewer tap into the existing 900mm storm sewer. This was directed to provide an outlet to the existing 150mm drain at a local establishment. This outlet was not shown on the plans, but was required to complete planned work and provide the proper conveyance of storm water. The extra cost for Sewer Tap, 900 mm for 150 mm Outlet at Danny's Repair Shop is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

An existing electric vault was in conflict with the proposed storm sewer. The plans depicted the vault as abandoned. As the vault was in conflict with the proposed sewer, it was required to be removed and disposed of. The extra cost for Structures, Rem Electric Vault @ 3+337 Lt is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

### **CM 35**

The contractor excavated to expose a DTE duct and verify elevations for the redesign of the storm sewer under westbound Michigan Avenue. The proposed storm sewer on the north side of US-12 in one section had to be redesigned due to a conflict with an existing water main that was at a higher elevation than shown on the plans. The existing DTE duct had to be exposed at numerous locations and elevations to assure positive drainage outlet for the redesigned storm sewer. The extra cost for Excavation Around DTE Duct for Redesign of Storm Sewer is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor removed one foot of an existing footing that was not shown on the plans. The footing was removed to below clay grade to facilitate water main and storm sewer installation. The extra cost for Footing Rem is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor removed the remaining portion of the existing concrete walls not shown on the plans in the north half of the US-12 and Miller Road intersection. These walls were originally found while removing the south half of the intersection. The existing concrete walls discovered in the intersection had to be removed because they were in direct conflict with the new storm sewer and water main. The extra cost for Miller Rd Footing Rem is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

A utility conflict was encountered while attempting to install catch basin #22. The contractor was idle while waiting for the solution to the conflict. The extra cost for Utility Conflict at Catch Basin #22 is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to saw cut and grind the curb in a 10 meter area to allow water to drain from the adjacent sidewalk. A design change altered the curb to be higher than originally anticipated, which created ponding water behind the curbing. The extra cost for Sidewalk Repair to Promote Drainage is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

During sidewalk removal, the contractor removed a section of concrete that was the top portion of a basement structure in a local commercial establishment. The basement roof, which was integral with the existing sidewalk, was not shown on the plans and had to be reconstructed as part of sidewalk construction. The contractor was directed to rebuild the basement top section that had been removed. The extra cost for Repair Entrance is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to widen the existing sidewalk ramp openings to conform to the standard plan details as shown in the project plans. Sidewalk ramps were shown in the standard details, as well as the special details. Ten sidewalk ramps were constructed with a longer tapered curb in the ramp area than required by the standard details shown on the plan. This issue was discovered before the adjacent sidewalk ramp was constructed. The original curb construction was completed and accepted, but the special details were misinterpreted by field staff. This extra provides payment for the contractor to saw the ends of curb at each sidewalk ramp to comply with standard details shown on the plans. The extra cost for Saw Cut Sidewalk Ramps is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its June 30, 2005 meeting, and is now recommended for approval by the State Administrative Board on July 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, 69.88%; State Restricted Trunkline, 14.59%; Detroit Edison, 1.59%; City of Dearborn, 13.73%; Ameritech, 0.21% (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:** 48126.

**OVERRUNS**

103. **Overrun 2005 - 40**

Control Section/Job Number: 25081-74336A MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Cadillac Asphalt, LLC.  
5905 Belleville Road  
Belleville, MI 48111

Designed By: MDOT  
Engineer's Estimate: \$96,070.43

Description of Project:

0.76 miles of non-motorized path on M-21 from east of Maxwell Street to west of the I-75 ramp in Flint Township, Genesee County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 6, 2004	
Original Contract Amount:	\$118,756.60	
Total of Overruns/Changes (Approved to Date):	11,875.66	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	-4,040.00	- 3.40%
<b>THIS REQUEST</b>	<b><u>4,528.13</u></b>	<b>+ <u>3.81%</u></b>
<b>Revised Total</b>	<b><u>\$131,120.39</u></b>	<b>+ 10.41%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.60% over the original budget for an **Authorized to Date Amount** of \$126,592.26.

Approval of this overrun will place the authorized status of the contract 10.41% or \$12,363.79 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:

Bicycle Path, HMA	54.820 Ton @ \$82.60/Ton	<u>\$4,528.13</u>
<b>Total</b>		<b><u>\$4,528.13</u></b>

**Reason(s) for Overrun(s):**

Additional asphalt was necessary to build the bicycle path per the plans and specifications. The original bid quantity was underestimated during the design phase.

The work item Bicycle Path, HMA 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, 80%; State Restricted Trunkline, 20%.

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

**Risk Assessment:** 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:** 48532.

104. **Overrun 2005 - 41**

Control Section/Job Number:	50013-59177A	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:	Florence Cement Company 12798 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$303,093.17	

Description of Project:

0.29 mi of ramp widening and concrete pavement repairs on M-53 northbound ramp to eastbound 23 Mile Road in Shelby Township, Macomb County.

Administrative Board Approval Date:	August 3, 2004	
Contract Date:	August 4, 2004	
Original Contract Amount:	\$333,015.25	
Total of Overruns/Changes (Approved to Date):	33,301.53	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	22,706.10	+ 6.82%
<b>THIS REQUEST</b>	<b><u>29,805.69</u></b>	<b>+ <u>8.95%</u></b>
<b>Revised Total</b>	<b><u>\$418,828.57</u></b>	<b>+ 25.77%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.82% over the original budget for an **Authorized to Date Amount** of \$389,022.88.

Approval of this overrun will place the authorized status of the contract 25.77% or \$85,813.32 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:

Slope Restoration	3,803.700 Syd @ \$3.70/Syd	\$14,073.69
Pavt Repr, Reinf Conc, 10 inch	160.000 Syd @ \$52.95/Syd	8,472.00
Concrete Joint Repair, Case A	165.000 Ft @ \$44.00/Ft	<u>7,260.00</u>
<b>Total</b>		<b><u>\$29,805.69</u></b>

**Reason(s) for Overrun(s):**

An independent ditch was added to the project to contain storm water runoff within the MDOT right-of-way. This work was not in the project plans but was required due to the widening of the ramp and shoulders. The new ditch resulted in an overrun of the original bid item, Slope Restoration, as the entire area had to be re-graded and restored.

Several joint and pavement locations were in worse condition than initially observed during the original pavement survey. These areas required repair to provide the proper roadway surface. Furthermore, when construction operations began it was determined that several of the patches had to be combined because they were less than 15 feet apart. Section 603.03.B of the 2003 Standard Specifications for Construction requires that patches less than 15 feet apart be combined into one large pavement repair. These factors led to an overrun in the original bid items of Pavt Repr, Reinf Conc, 10 inch and Concrete Joint Repair, Case A.

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 was recommended for approval by the State Transportation Commission at its June 30, 2005 meeting, and is now recommended for approval by the State Administrative Board on July 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, 80%; State Restricted Trunklines, 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:** 48315.

105. **Overrun 2005 - 42**

Control Section/Job Number: 35031-46292A Local Agency Project

State Administrative Board - This project exceeds the 15% Ad Board limit for reviewing overruns.

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

Contractor: Bolen Asphalt Paving, Inc.  
875 Airport Drive  
East Tawas, MI 48730

Designed By: Consultant  
Engineer's Estimate: \$37,445.00

Description of Project:

0.25 mi of road resurfacing, including cold milling, hot mix asphalt surfacing, and pavement markings on Newman Street from Bay Street to Lincoln Street in the city of East Tawas, Iosco County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	September 5, 2003	
Original Contract Amount:	\$36,978.75	
Total of Overruns/Changes (Approved to Date):	3,697.88	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	1,250.00	+ 3.38%
<b>THIS REQUEST</b>	<b><u>7,732.49</u></b>	<b>+ <u>20.91%</u></b>
<b>Revised Total</b>	<b><u>\$49,659.12</u></b>	<b>+ 34.29%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.38% over the original budget for an **Authorized to Date Amount** of \$41,926.63.

Approval of this overrun will place the authorized status of the contract 34.29% or \$12,680.37 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:

HMA, 13A	271.030 Ton @ \$28.53/Ton	<u>\$7,732.49</u>
<b>Total</b>		<b><u>\$7,732.49</u></b>

**Reason(s) for Overrun(s):**

An overrun in asphalt material was necessary to complete the planned work. The cold milling work was based on the existing irregular curb grades. In several locations, the irregularity caused additional depth cold milling to be necessary. The cold milling of the roadway in these irregular areas necessitated additional asphalt to bring the roadway to the proper grade and elevation. Furthermore, the roadway grade was corrected in several locations resulting in the need for additional asphalt.

The pay item, HMA, 13A 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 June 30, 2005 meeting, and is now recommended for approval by the State Administrative Board on July 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, 80%; City of East Tawas, 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:** 48730.

106. **Overrun 2005 - 44**

Control Section/Job Number:	58460-56267A	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:	C & D Hughes, Inc. 3097 Lansing Road Charlotte, MI 48813	
Designed By:	Local Agency	
Engineer's Estimate:	\$952,285.10	

Description of Project:

1.9 mi of hot mix asphalt resurfacing, concrete curb and gutter, culvert replacement and drainage improvements on Stewart-Bluebush Roads from the urban boundary to Kathleen Road in Monroe County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$916,814.10	
Total of Overruns/Changes (Approved to Date):	91,681.41	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	20,116.10	+ 2.19%
<b>THIS REQUEST</b>	<b><u>196,531.00</u></b>	<b>+ <u>21.44%</u></b>
<b>Revised Total</b>	<b><u>\$1,225,142.61</u></b>	<b>+ 33.63%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.19% over the original budget for an **Authorized to Date Amount** of \$1,028,611.61.

Approval of this overrun will place the authorized status of the contract 33.63% or \$308,328.51 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:

Aggregate Base, 6 inch	10,902.000 Syd @ \$6.00/Syd	\$65,412.00
Sewer, CI II, 12 inch, Tr Det A	1,499.000 Ft @ \$30.00/Ft	44,970.00
HMA, 2C	484.000 Ton @ \$44.00/Ton	21,296.00
Pavt Rem, Modified	1,478.000 Syd @ \$9.00/Syd	13,302.00
HMA, 2C Shoulder	206.000/Ton @ \$48.00/Ton	9,888.00
Hand Patching	146.000 Ton @ \$65.00/Ton	9,490.00
Dr Structure, Rem	14.000 Ea @ \$600.00/Ea	8,400.00
HMA Approach	124.000 Ton @ \$56.75/Ton	7,037.00
Riprap, Plain	92.000 Syd @ \$50.00/Syd	4,600.00
Embankment, CIP	751.000 Cyd @ \$6.00/Cyd	4,506.00
Sewer CI II, 15 inch, Tr Det A	130.000 Ft @ \$31.00/Ft	4,030.00
Dr Structure Cover, Adj, Case 2	9.000 Ea @ \$400.00/Ea	<u>3,600.00</u>
<b>Total</b>		<b><u>\$196,531.00</u></b>

**Reason(s) for Overrun(s):**

The original plans depict the placement of aggregate shoulders. After construction operations began, it was decided to place paved shoulders. The local road commission and charter township agreed that paved shoulders should be placed in lieu of the aggregate shoulders. All work quantities above the original amounts established for shoulder work were 100 percent funded by the local agency. This is a portion of the overrun quantity. The additional work quantities were necessary for the Aggregate Base, 6 inch and HMA, 2C Shoulder original work items.

Additional storm sewer quantities were necessary to replace the existing storm sewers that were not functioning. These storm sewers were omitted from the original design quantities. The proposed roadside slope was very steep in several areas. To provide enhanced safety to the motoring public, the ditch was enclosed in these areas rather than building a steep slope. These two factors led to an overrun in the original pay items of Sewer, CI II, 12 inch, Tr Det A and Sewer CI II, 15 inch, Tr Det A.

The original plan quantities for several items did not take into account the asphalt material necessary to remove and replace the roadway section in the drainage pipe crossing areas. Additionally, areas of curb and gutter replacement were omitted from the original design calculations for these items. These two factors led to an overrun in the original work items of HMA, 2C; Pavt Rem, Modified; and Hand Patching.

The project plans did not accurately depict all of the drainage structures necessary for removal due to location conflicts or poor existing conditions. The original quantity of Dr Structure, Rem was underestimated during the design phase.

Additional quantities of HMA Approach were necessary to build the project per the plans and specifications. Additional quantities were needed due to the poor condition of the existing asphalt material. The quantity was underestimated during the design phase.

Additional riprap quantities were necessary to provide the proper permanent erosion control protection at each end of a project culvert.

Additional quantities of Embankment, CIP were necessary to build the project per the plans and specifications. The original quantity was underestimated during the design phase.

Additional drainage structures were discovered in the field that were not depicted on the project plans. These structures required adjustment to bring them in line with the proposed roadway elevation.

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 was recommended for approval by the State Transportation Commission at its June 30, 2005 meeting, and is now recommended for approval by the State Administrative Board on July 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, 80%; Monroe 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:** 48162.

107. **Overrun 2005 - 45**

Control Section/Job Number: 44011-72368A Local Agency Project

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

State Transportation Commission - Does not meet criteria.

\*Denotes a non-standard contract/amendment

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

Designed By: Local Agency  
 Engineer's Estimate: \$625,711.15

Description of Project:

2.2 mi of asphalt pavement resurfacing, including base crushing and shaping, earthwork, aggregate base, hot mix asphalt paving, culverts, curb and gutter, pavement marking, and slope restoration on Hadley Road from Sawmill Lake Road to Brockler Road in Hadley Township, Lapeer County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 10, 2003	
Original Contract Amount:	\$653,473.25	
Total of Overruns/Changes (Approved to Date):	65,347.33	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	125.00	+ 0.02%
<b>THIS REQUEST</b>	<b><u>3,236.17</u></b>	<b>+ <u>0.50%</u></b>
<b>Revised Total</b>	<b><u>\$722,181.75</u></b>	<b>+ 10.52%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.02% over the original budget for an **Authorized to Date Amount** of \$718,945.58.

Approval of this overrun will place the authorized status of the contract 10.52% or \$68,708.50 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:

Embankment, CIP	440.320 Cyd @ \$3.78/Cyd	\$1,664.41
Excavation, Earth	440.270 Cyd @ \$3.57/Cyd	<u>1,571.76</u>
<b>Total</b>		<b><u>\$3,236.17</u></b>

**Reason(s) for Overrun(s):**

The original quantity for Embankment, CIP and Excavation, Earth were underestimated during the design phase. The additional quantities were necessary to complete the project per the plans and specifications.

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

This Overrun is now 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%; Lapeer 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:** 48438, 48462.

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