

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - August 31, 2005 - 3:30 P.M.
State Administrative Board Meeting - September 6, 2005 - 11:00 A.M.

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MINERAL LEASES

1. Oil and Gas Lease Auction held June 15, 2005: Of the 91,401.96 acres offered, 70,846.94 acres were leased (37,379.40 acres development, 33,467.54 acres nondevelopment) in 23 counties. For any parcels that were acquired through tax reversion, the successful bidder will be required to demonstrate via an Attorney's Title Opinion that the State owns the oil and gas rights. If an acceptable Attorney's Title Opinion is not provided by December 16, 2005, a lease will not be issued and the Department of Natural Resources will refund the bonus and rental paid.

Terms: Five-year term with two one-year extension options, 1/6 royalty. Bonus amount of \$4,001,232.00 and first year's rental of \$141,767.30 were collected at the auction. Total revenue generated at the auction was \$4,142,999.30.

2. One Nonmetallic Sand and Gravel Sealed Bid Mineral Lease - Development: Island Contractors, Inc. of Pointe Aux Pins, Michigan, 156.77 acres, more or less, of State-owned surface and mineral rights, Block 33, Lots 1 and 2, Bois Blanc Island, Bois Blanc Township, Mackinac County.

Terms: Seven-year term, with a possible three-year extension, if in the best interest of the State. A royalty rate of \$5.25 per ton as determined by the highest acceptable sealed bid. The State reserved the right to accept or reject any or all bids.

3. Three Direct Nonmetallic Sand and Gravel Leases - Development: Mackinac County Road Commission, St. Ignace, Michigan, 342.40 acres, more or less, of State-owned surface and mineral rights, Block 23, Bois Blanc Island, Bois Blanc Township, 'Fire Tower Pit'; Section 20, T44N, R08W, Hudson Township, "Dollar Lake Sand Pit", Section 28, T44N, R08W, Hudson Township, "Dogman Gravel Pit"; all in Mackinac County.

Terms: Seven-year term with a possible three-year extension, if in the best interest of the State. Royalty rates are \$0.228 per ton for sand and \$0.471 per ton for gravel.

4. Direct Oil And Gas Lease - Nondevelopment: Jordan Development Company, L.L.C., of Traverse City, Michigan, oil and gas lease rights to 4.72 acres, more or less, of Department of Transportation, State-owned minerals located in Section 12, T30N, R02E, Briley Township, Montmorency County.

Terms: One-year term, no extensions, 3/16 royalty, \$500.00 bonus consideration (\$100.00 per acre), and \$9.44 annual rental (\$2.00 per acre).

Item one was approved by the Director of the Department of Natural Resources on August 11, 2005, and Items two through four were approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on August 8, 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: August 31, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: September 6, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

1.	Aggregate Industries Inc. 2020 Chicago Drive Grand Rapids, MI 49509	Low Bid: Eng. Estimate: % Under/Over Est.:	\$37,460.80 \$50,000.00 - 25%
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Description of Work: Milling and Overlay

Approval is requested to authorize the Kent County Road Commission to award a subcontract for the milling and resurfacing of the southbound US-131 off-ramp to 44th Street in Kent 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 the milling and resurfacing of the southbound US-131 off-ramp to 44th Street in Kent County.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface for the public.

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 is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

Selection: Low bid.

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

Zip Code: 49509.

2.	Associated Constructors, LLC P.O. Box 970 Marquette, MI 49855	Low Bid: Eng. Estimate: % Under/Over Est.:	\$56,329.40 \$85,765.80 - 34%
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Description of Work: Joint Repair

Approval is requested to authorize the Marquette County Road Commission to award a subcontract for the repair of damaged concrete pavement on US-41 in Marquette 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 November 1, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the repair of concrete pavement joints damaged by high temperatures in June and July. The work will consist of permanent repairs to damaged concrete pavement on US-41 in Marquette County.
Benefit: Will provide for the repair of pavement joints to help eliminate potentially unsafe driving conditions.
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 is in need of repair to make the road smoother and safer. Repair is needed to stabilize the damaged concrete pavement.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine heavy maintenance and not a new project.
Zip Code: 49855.

3.	Michigan Paving & Materials Company P.O. Box 40 Battle Creek, MI 49016	Low Bid: Eng. Estimate: % Under/Over Est.:	\$132,972.50 \$160,000.00 - 17%
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Description of Work: Cold Milling and HMA Paving

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for the application of 1.5-inch overlay approximately 3.2 miles of M-311 from North Drive south to M-60 in Calhoun 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 the application of 1.5-inch overlay approximately 3.2 miles of M-311 from North Drive south to M-60 in Calhoun County.
Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface.
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 is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine heavy maintenance and not a new project.
Zip Code: 49016.

4.	Nashville Construction	Low Bid:	\$87,788.10
	11205 Lawrence Avenue	Eng. Estimate:	\$93,136.56
	Nashville, MI 49073	% Under/Over Est.:	- 6%

Description of Work: Ramp Extension

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for the construction of a ramp extension on westbound I-94 at exit 103 in Calhoun County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the construction of a ramp extension on westbound I-94 at exit 103 in Calhoun County.

Benefit: Will extend the current ramp to make it safer for the public.

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 ramp is being extended to make it 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 heavy maintenance and not a new project.

Zip Code: 49073.

5.	Rieth-Riley Const. Co.	Low Bid:	\$49,931.98
	P.O. Box 729	Eng. Estimate:	\$88,700.00
	Ludington, MI 49431	% Under/Over Est.:	- 44%

Description of Work: Bituminous Overlay and HMA Paving

Approval is requested to authorize the Oceana County Road Commission to award a subcontract for cold-milling and resurfacing of the Monroe Road ramp (US-31) in Oceana 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, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the milling and paving of the Monroe Road ramp (US-31) from southbound US-31 to Monroe Road in Oceana County.

Benefit: Will repair the ramp to make it safer for the public.

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: This ramp is showing a high degree of deterioration and needs to be repaired to make it safer for motorists. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

Selection: Low bid.

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

Zip Code: 49431.

CONTRACTS

6. HIGHWAYS (Real Estate) – Resolution “A ” (Sale to Abutting Owner)
Tract 595, Control Section 82111, Parcel 1, Part A, Parcel 5, Part A, Parcel 6, Part A

The subject tract is located in the city of Detroit, Wayne County, Michigan, and contains approximately 7,200 square feet. The appraisal was completed by Michael Rende, Wieme, Rende & Associates, P.C., an independent fee appraiser, on March 22, 2005, at \$290,000. A second appraisal was completed by Gerald Lacey, Metro Region Property Analyst, on April 25, 2005, at \$420,000. The appraisals were reviewed by Glenn McKennon, Metro Region Property Analyst, on May 1, 2005, at the amount of \$420,000. The tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on May 2, 2005, for the amount of \$420,000. The subject tract has two abutting owners. The sale of the tract to other than an abutting owner would result in restricted economic use of the property and would reflect a market value lower than when assembled with the abutting owner. MGM Grand Detroit, LLC, one of the abutting owners, has obtained a Waiver Statement from the other abutting owner stating that the other owner has no interest in purchasing the subject tract. MGM Grand Detroit, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$84,000, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$420,000

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48226.

7. HIGHWAYS (Real Estate) – Resolution “B ” (Direct Sale)
Tract 596, Control Section 82195, Parcel 318, Part A

The subject tract is located in the city of Detroit, Wayne County, Michigan, and contains approximately 545 square feet. The appraisal was completed by Michael Rende, Wieme, Rende & Associates, P.C., an independent fee appraiser, on March 22, 2005, at \$27,250. A second appraisal was completed by Gerald Lacey, Metro Region Property Analyst, on April 27, 2005, at \$32,000. The appraisals were reviewed by Glenn McKennon, Metro Region Property Analyst, on May 1, 2005, at the amount of \$32,000. The tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on May 2, 2005, for the amount of \$32,000. The subject tract has no abutting owners. It is undersized and will not qualify for individual use. MGM Grand Detroit, LLC, is in the process of acquiring surrounding property to construct a casino. The sale of the tract to other than MGM Grand Detroit, LLC, would result in restricted economic use of the property and would reflect a market value lower than when assembled with the abutting owner. MGM Grand Detroit, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$6,400, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$32,000

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48226.

8. HIGHWAYS (Real Estate) – Resolution “C ” (Direct Sale)
Tract 597, Control Section 82195, Parcel 326, Part A

The subject tract is located in the city of Detroit, Wayne County, Michigan, and contains approximately 360 square feet. The appraisal was completed by Michael Rende, Wieme, Rende & Associates, P.C., an independent fee appraiser, on March 22, 2005, at \$14,400. The appraisal was reviewed by Gerald Lacey, Metro Region Property Analyst, on April 27, 2005, at the amount of \$14,400. The tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on April 28, 2005, for the amount of \$14,400. The subject tract has two abutting owners. It is undersized and will not qualify for individual use. MGM Grand Detroit, LLC, is in the process of acquiring surrounding property to construct a casino. The sale of the tract to other than MGM Grand Detroit, LLC, would result in restricted economic use of the property and would reflect a market value lower than when assembled with the abutting owner. MGM Grand Detroit, LLC, has obtained a Waiver Statement from the abutting owners stating they have no interest in purchasing the subject tract. MGM Grand Detroit, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$2,880 which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$14,400

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48226.

9. HIGHWAYS (Real Estate) – Resolution “D” (Railroad Sale)
Sale RR-011-R, Item 1, Control Section 28043G3, Parcel 4J

The subject tract is located in the township of Garfield, Grand Traverse County, Michigan, and contains approximately 18,960 square feet. An appraisal was completed by Michael Tarnow, Northern Michigan Real Estate Consultants, an independent fee appraiser, on October 13, 2002, at \$33,000. The appraisal was reviewed by Ron Adams, Property Analyst, Excess Property Unit, on June 17, 2005, at the amount of \$34,500. The appraised tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on June 17, 2005, for the amount of \$34,500. The Grand Traverse County Road Commission has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$6,900, which represents a 20 percent bid deposit. The property was determined to be excess by the Bureau of Multi-Modal Transportation Services.

\$34,500

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49684.

10. HIGHWAYS (Real Estate) – Resolution “E” (Transfer to Governmental Agency for Transportation Use – Release of Limited Access)
Tract 679, Control Section 82102, Parcel 518, Part A

The subject tract is located in the township of Plymouth, Wayne County, Michigan, and contains approximately 9.44 lineal feet. Plymouth Charter Township indicated that a break in limited access was needed to complete its bike path. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The tract was approved for transfer sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on March 22, 2005. The deed is subject to a reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and that if at any time the property is not used for transportation purposes, the ownership of the property will revert to the Michigan Department of Transportation. Plymouth Charter Township, a public body corporate, submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1.00

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

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

Funding Source: N/A - revenue generating.

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

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

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48170.

11. HIGHWAYS (Real Estate) – Resolution “F” (Transfer to Governmental Agency for Transportation Use)

Tract 779, Control Section 63042, Parcel 728, Part A

The subject tract is located in the city of Auburn Hills, Oakland County, Michigan, and contains approximately 16,300 square feet. The city of Auburn Hills requested that MDOT transfer this property to the city as part of a turnback agreement for Old Highway M-59 (Auburn Road). An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The tract was approved for transfer sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on August 10, 2005. The deed is subject to a reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and that if at any time the property is not used for transportation purposes, the ownership of the property will revert to the Michigan Department of Transportation. The city of Auburn Hills, a public body corporate, submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1.00

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

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

Funding Source: N/A - revenue generating.

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

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

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48326.

12. HIGHWAYS (Real Estate) – Resolution “G” (Sale to Abutting Owner)
Tract 660, Control Section 07013, Parcel 24C, Part A

The subject tract is located in the village of Baraga, Baraga County, Michigan, and contains approximately 3,333 square feet. The appraisal was completed by Steven Douglas, Superior Region Real Estate Agent, on February 7, 2005, at \$2,600. The tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on March 14, 2005, for the amount of \$2,600. The sole abutting owners, Jerry Magnant and Kerry Varline, have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$260, which represents a 10 percent bid deposit. The tract was not offered to the local municipalities prior to being offered to the public, because there is an encroachment on the property. The property has been declared excess by the Bureau of Highways – Development.

\$2,600

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49908.

13. HIGHWAYS (Real Estate) – Resolution “H” (Sale to Abutting Owner)
Tract 941, Control Section 41014, Parcel 67, Part A, Parcel 1021, Part A

The subject tract is located in the city of Grand Rapids, Kent County, Michigan, and contains approximately 14,186 square feet. The appraisal was completed by Terrell Oetzel, an independent fee appraiser, on June 9, 2005, at \$645,000. It was reviewed by Doug Bixby, Property Analyst, on June 25, 2005, at the amount of \$645,000. The appraisal and review of the subject tract was for 14,633 square feet. MDOT completed final engineering and revised the area to 14,186 square feet. Based on the per square foot unit value, the value of the property has been revised to \$623,800. The tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on August 10, 2005, for the amount of \$623,800. The sole abutting owner, Christman Capital Development Company, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$62,380, which represents a 10 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$623,800

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49501.

14. HIGHWAYS - IDS Construction Engineering Services

Retroactive Authorization Revision (Z4/R1) under Contract (2000-0299) between MDOT and Nylander Engineering, Inc., will retroactively reimburse the consultant for work performed in connection with a modification to the scope of services and will increase the authorization amount by \$34,084.33. During the construction of the project, staking errors occurred that were due in part to the activities of Nylander Engineering, Inc. The MDOT project manager retained \$81,626 from Nylander Engineering, Inc., to cover the costs of the errors. After a thorough review of the scope of work and the circumstances and causes of the construction errors, a settlement was reached with Nylander Construction, Inc., whereby MDOT would process a revision to the scope of work but retain only \$47,542 as reimbursement for the costs of errors and pay Nylander Construction, Inc., the \$34,084.33 balance of the retained amount. These costs were incurred within the original time frame of the authorization. The original authorization provided for the performance of construction staking services for the widening and rehabilitation of US-127 in Clare County. The authorization term remains unchanged, May 7, 2002, through July 27, 2003. The revised authorization amount will be \$349,446.52. The contract term is July 27, 2000, through July 27, 2003. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To retroactively reimburse the consultant for work performed within the original time frame of the authorization in connection with a modification to the scope of services.

Benefit: Will allow reimbursement to the consultant as agreed upon in the settlement and help to maintain a good business relationship with the consultant.

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

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

Risk Assessment: If this revision is not approved, MDOT could face possible future litigation, as the terms of the settlement would not be met.

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: 48617.

15. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z19/R3) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of additional as-needed design services during construction and will increase the authorization amount by \$5,583.86. The original authorization provides for the performance of as-needed design assistance, 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 authorization term remains unchanged, October 27, 2003, through June 5, 2006. The revised authorization amount will be at \$185,966.28. 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 provide for the performance of additional as-needed design services during construction and will increase the authorization amount by \$5,583.86. The original authorization provides for the performance of as-needed design assistance, 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 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 the revision is not approved, the consultant may not be available to provide as-needed design services during construction. The availability of the consultant could reduce extras and overrun 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 bases 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: 48180.

16. HIGHWAYS - IDS University Research Services

Authorization Revision (Z8/R1) under Contract (2002-0532) between MDOT and Michigan State University will retroactively extend the authorization term by approximately sixteen months to provide sufficient time for the university to complete the research services. The project was put on hold due to supplier difficulties in obtaining experimental equipment for use on this project. Also, MDOT decided that data should not be collected over the summer, as the pedestrian volumes and make-up would be substantially different from when Michigan State University is in session. The original authorization, which expired on March 13, 2005, provided for testing of the effectiveness of visibility limiting devices on countdown pedestrian signals. No services will be performed or costs incurred between the expiration of the original authorization and the date of award of this authorization revision. The revised authorization term will be October 13, 2004, through July 21, 2006. The authorization amount remains unchanged at \$50,000.87. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To retroactively extend the authorization term by approximately sixteen months to provide sufficient time for the university to complete the research services. The additional time is needed because of supplier difficulties in obtaining the experimental equipment and because MDOT decided against summer data collection.

Benefit: The study will provide information to help improve the safety of countdown pedestrian traffic signals.

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

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

Risk Assessment: If countdown pedestrian traffic signals are installed as currently designed, there is the potential for an increase in the number of pedestrian crashes.

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

Selection: N/A for revision and original authorization.

New Project Identification: This is not a new project.

Zip Code: 48824.

17. HIGHWAYS - IDS University Research Services

Authorization Revision (Z5/R1) under Contract (2002-0546) between MDOT and Wayne State University will extend the authorization term by approximately nine months to provide sufficient time for the university to complete the research services. The additional time is needed because the principal investigator from Wayne State University was out of the country when the authorization was awarded so the project work began later than anticipated and because of a delay in receiving pertinent data for the project due to computer upgrades. The extension will allow the research services to be completed within a one-year time frame, as originally planned. The original authorization provides for research on the prevention and reduction of the severity of traffic accidents at signalized intersections, midblock sections, and freeway segments in the metropolitan Detroit area to be performed on an as needed/when needed basis. The revised authorization term will be September 8, 2004, through May 30, 2006. The authorization amount remains unchanged at \$120,014. The contract term is September 10, 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 extend the authorization term by approximately nine months to provide sufficient time for the university to complete the research services. The additional time is needed because the principal investigator from Wayne State University was out of the country when the authorization was awarded so the project work began later than anticipated and because of a delay in receiving pertinent data. The extension will allow the research services to be completed within a one-year timeframe, as originally planned.

Benefit: With the nine-month extension, the university will be able to produce the deliverables originally proposed.

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: Without this time extension, the principal investigator will not be able to complete these services, which are valuable for the safety of motorists.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48824.

18. HIGHWAYS - IDS University Research Services

Authorization (Z8) under Contract (2002-0546) between MDOT and Wayne State University will provide for the establishment of a research center for the development of performance goals and measures for highway structure durability to improve maintenance methods through defined performance measures and parameters. The center will also work to develop a procedure for assessing the impacts of innovations in materials and structural components. The authorization will be in effect from the date of award through fourteen months. The authorization amount will be \$38,319.27. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the establishment of a research center to deal with structural durability issues and make recommendations for design process improvements based on the performance of structures in service.

Benefit: Will develop performance goals and measures for highway structure durability and assess the impacts of innovations in materials and structural components to help improve the long-term durability and performance of highway structures.

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 piecemeal approach typical of past and present efforts to improve the durability of highway structures produced only marginal gains at best. Newly constructed bridges often experience many of the same long-term durability and performance problems that have plagued their predecessors. This trend will be averted if a coherent and holistic research and implementation agenda utilizing a reliable, informed strategy is developed and implemented.

Cost Reduction: Costs in professional services contracts are based on an actual cost 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 project.

Zip Code: 48202.

19. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z5/R1) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will extend the authorization term by two years to provide sufficient time for the consultant to complete the services at no additional cost. The additional time is needed because the project was moved to an October 2006 letting to be let with another bridge rehabilitation project along M-14. The original authorization provides for design services to be performed for Gotfredson Road over M-14, Washtenaw County (CS 81103 - JN 74709C). The revised authorization term will be May 21, 2003, through September 20, 2007. The authorization amount remains unchanged at \$154,955.27. The contract term is September 20, 2002, through September 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a two-year extension of the authorization term. The additional time is needed because the project was moved to an October 2006 letting to be let with another bridge rehabilitation project along M-14.

Benefit: This extension will allow the consultant to attend project meetings and make minor modifications to the design plans so that they can be packaged with another bridge rehabilitation project at no additional cost.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The risk of not authorizing this time extension is that the project will cost MDOT more in the future.

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

*Denotes a non-standard contract/amendment

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

New Project Identification: This is not a new project.

Zip Code: 48175.

20. HIGHWAYS - IDS University Research Services

Authorization (Z5) under Contract (2003-0026) between MDOT and the University of Michigan will provide for an evaluation of mid-slab transverse cracking on a portion of I-96 that was constructed with jointed plain concrete pavement (JPCP) in Livingston County. The authorization will be in effect from the date of award through one year. The authorization amount will be \$145,389.33. The contract term is October 21, 2003, through October 21, 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 provide for the conduct of research for the investigation of the causes of mid-slab cracking on a portion of interstate I-96 that was constructed with JPCP. JPCP is designed not to crack. The project intent is to coordinate the needed destructive testing with a preventive maintenance (PM) project for the repair of the cracked section of I-96. The research investigation will require repairs to the pavement, which can be done with contract items as part of the PM project.

Benefit: The findings from this research project should confirm the suspected causes for the cracking. With confirmation, MDOT can justify changes in procedures and specifications related to the design and construction of JPCP to prevent further cracking.

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

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

Risk Assessment: If this research is not performed, the suspected causes for cracking on the I-96 JPCP will not be confirmed. The opportunity to conduct the needed destructive testing and evaluation of the concrete pavement will be missed.

Cost Reduction: Costs in professional services contracts are based on an actual cost 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 project.

Zip Code: 48109.

21. HIGHWAYS - IDS University Research Services

Authorization (Z6) under Contract (2003-0026) between MDOT and the University of Michigan will provide for an investigation of the reasons for the observed excellent performance of jointed reinforced concrete pavement (JRCP) with stabilized open-graded drainage course (OGDC). These pavements were constructed from 1989 to 1993. The intent is to use findings from this study to correct a cracking problem with some current concrete pavement designs using jointed plain concrete pavement (JPCP). The authorization will be in effect from the date of award through one year. The authorization amount will be \$146,095.80. The contract term is October 21, 2003, through October 21, 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 provide for an investigation of the reasons for the observed excellent performance of JRCP with stabilized OGDC. These pavements were constructed from 1989 to 1993. The intent is to use findings from this study to correct a cracking problem with some current concrete pavement designs using JPCP.

Benefit: The cracking problem with current JPCP designs is thought to be related to a lack of base support. The study will determine if a similar stabilized OGDC can be used with current JPCP designs to eliminate the occasional tendency to develop cracking shortly after construction.

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

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

Risk Assessment: If this research is not performed, there will still be questions regarding the benefits of changing the base design of JPCP. A stabilized base is more costly and should not be adopted without evidence of its benefits to JPCP performance.

Cost Reduction: Costs in professional services contracts are based on an actual cost 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 project.

Zip Code: 48109.

22. HIGHWAYS - IDS University Research Services

Authorization (Z15) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for the establishment of a research center for the development of performance goals and measures for highway structure durability to improve maintenance methods through defined performance measures and parameters. The center will also work to develop a procedure for assessing the impact of innovations in materials and structural components. The authorization will be in effect from the date of award through fourteen months. The authorization amount will be \$34,545.92. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a center to deal with the comprehensive issues affecting structural durability and to develop recommendations to the design process based on the performance of structures in service.

Benefit: The capacity of the current infrastructure will most likely be increased by improving the current state of the aging bridge and highway structural systems.

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 piecemeal approach typical of past and present efforts to improve the durability of highway structures produced only marginal gains at best. Newly constructed bridges often experience many of the same long-term durability and performance problems that have plagued their predecessors. This trend will be averted if a coherent and holistic research and implementation agenda utilizing a reliable, informed strategy is developed and implemented.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49931.

23. HIGHWAYS - IDS University Research Services

Authorization (Z16) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for the establishment of the Transportation Materials Research Center to focus on comprehensive materials-related issues pertaining to highways for continuity and the efficient transfer of technology in order to optimize the service life of Michigan's transportation system. The authorization will be in effect from the date of award through fourteen months. The authorization amount will be \$107,294.61. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the Transportation Materials Research Center focusing on comprehensive materials-related issues as they pertain to highways for continuity and efficient transfer of technology in an effort to optimize the service life of Michigan's transportation system.

Benefit: The Transportation Materials Research Center will promote a partnership between the university and MDOT. It has been recognized in the past that the benefits of such a partnership have far-reaching attributes in terms of the overall quality of services, dedication of technical staff, and integration of institutional knowledge between the Center and MDOT.

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

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

Risk Assessment: If this authorization is not approved, the overall quality of research and timeliness of services will be sacrificed.

Cost Reduction: Costs in professional services contracts are based on an actual cost 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 project.

Zip Code: 49931.

24. HIGHWAYS - IDS Design Services

Authorization Revision (Z5/R1) under Contract (2003-0526) between MDOT and Advanced Geomatics will increase the authorization amount by \$12,822.96. The original authorization provides for road design survey services to be performed on I-96 from US-23 to the Oakland County line (CS 47064 - JN 78200D). The work items include photo targeting, photo control, bridge surveying, hard surface areas, park and ride features, utility inventories, and legal alignment. The authorization term remains unchanged August 10, 2005, through August 19, 2006. The authorization amount will be \$247,467.19. The contract term is August 19, 2003, through August 19, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

This authorization was previously approved by the State Administrative Board at its August 2, 2005, meeting for the amount of \$234,644.23. The correct amount of \$247,467.19 represents the corrected consultant estimate of actual cost for the services. If the consultant finds an error in its cost proposal, MDOT may allow the consultant to correct its priced proposal above the amount originally negotiated with the MDOT project manager. The MDOT project manager may negotiate and approve the new amount. Otherwise, the resultant authorization would be established for less than the consultant's estimated actual costs.

Purpose/Business Case: To revise the amount previously approved by the State Administrative Board (SAB). The original amount of \$234,644.23 was approved by the SAB on August 2, 2005. No other changes are being made.

Benefit: Will allow the authorization to be increased to the amount MDOT intended when this project was advertised.

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 MDOT does not undertake this project, this road will need increased maintenance to keep it functioning.

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: 48116.

25. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R4) under Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional design services to be performed for westbound I-94 from 0.8 miles west of M-51 to 0.9 miles west of 24th Street, Van Buren County, and will increase the authorization amount by \$11,206.11. The additional services include hydraulic surveying and collecting cross sections along a water course. A hydraulic survey is necessary at the I-94 crossing of the east branch of the Paw Paw River, designated as B02 of 80024. The cross sections are needed so that scour protection measures for this structure can be designed. The reason for this change is that the scour protection measures have recently been added to the structure scope work. The consultant's survey staff is scheduled to be at this location to collect road cross sections in the same time period. The original authorization provides for the design of concrete pavement inlay on I-94, including eastbound I-94 from 1.2 miles east of M-40 easterly 6.0 miles to 0.6 miles east of the Kalamazoo County line in Kalamazoo and Van Buren Counties (CS 80024 - JN 53350C). The authorization term remains unchanged, October 17, 2003, through September 3, 2006. The revised authorization amount will be \$794,957.06. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services to be performed for westbound I-94 from 0.8 miles west of M-51 to 0.9 miles west of 24th Street, Van Buren County, and to increase the authorization amount by \$11,206.11. The additional services include hydraulic surveying and collecting cross sections along a water course. A hydraulic survey is necessary at the I-94 crossing of the east branch of the Paw Paw River, designated as B02 of 80024. The cross sections are needed so that scour protection measures for this structure can be designed. The reason for this change is that the scour protection measures have recently been added to the structure scope work. The consultant's survey staff is scheduled to be at this location to collect road cross sections in the same time period.

Benefit: Will provide for the collection of existing stream bed data so scour protection measures can be designed to protect the I-94 Bridge over the east branch of the Paw Paw River.

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: Existing pavement and deck are distressed and ride poorly. Timely approval of this request is important to allow collection of the necessary data and meet the design schedule for a 2006 construction season. If cross sections are not obtained by surveyors, the structure design cannot be completed and work on this structure would have to be dropped from the contract and completed at a later time. This would add cost to the work since efficiencies associated with maintenance of traffic and economy of scale would be lost.

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: 49079.

26. HIGHWAYS - IDS Claims Review Services

Authorization Revision (Z3/R1) under Contract (2003-0680) between MDOT and L. S. Engineering, Inc., will provide for the performance of additional claims review services and will increase the authorization amount by \$74,249.09. The original authorization provides for the performance of claims review services, including professional assistance and expert testimony, for the Office of the Attorney General in conjunction with a pending court case for the City of Ann Arbor. The authorization term remains unchanged, June 17, 2005, through January 1, 2007. The revised authorization amount will be \$98,973.22. The contract term is October 13, 2003, through January 1, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional claims review services, including professional assistance and expert testimony, for the Office of the Attorney General in conjunction with a pending court case involving the City of Ann Arbor. These services are specifically requested by the Office of the Attorney General.

Benefit: The consultant will be able to continue to provide services for this case, which will reduce the level of risk to MDOT by providing the Office of the Attorney General with an engineering perspective.

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

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

Risk Assessment: If this revision is not approved, the consultant will not be able to continue to provide services for this case, which will result in an unacceptable level of risk to MDOT by not allowing the Office of the Attorney General to have an engineering perspective available.

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; Attorney General's discretion for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

27. HIGHWAYS – Time Extension

Amendatory Contract (2004-0108/A4) between MDOT and Transcore ITS Michigan, P.C., will extend the contract term by approximately one month while negotiations for costs and terms for a newly advertised long-term contract are in process. An extension of the contract will ensure continuous maintenance of this system to protect the capital investment and ensure continued operation through maintaining system availability. The original contract provides for maintenance of all fielded Advanced Traffic Management System devices and communication equipment for the Michigan Intelligent Transportation Systems in Detroit. The revised contract term will be March 5, 2004, through October 31, 2005. The contract amount remains unchanged at \$3,230,926.69. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by one month in order to ensure continuous maintenance of this system to protect the capital investment and ensure continued operation through maintaining system availability. The new contract is submitted for the September 9, 2005, letting, and this no-cost time extension is to allow for continuous coverage in the event of delay in establishing the new maintenance contract.

Benefit: Will ensure continuous services that provide traffic operations and safety benefits.

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

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

Risk Assessment: The risk of not approving the extension is disruption to the maintenance services, potential loss of trained technical staff, damage to infrastructure, decrease in system availability, and a negative impact on operations.

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

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

New Project Identification: This is not a new project.

Zip Code: 48226

28. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z12) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for the performance of traffic signal optimization for 52 traffic signals in Livingston County (CS 47900 - JN 82800C). The work items include updating the corridor signal progression plan with optimized traffic signal operations along the corridor. The authorization will be in effect from the date of award through June 7, 2007. The authorization amount will be \$340,786.13. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for traffic signal optimization for 52 traffic signals in Livingston County (CS 47900 - JN 82800C). The work items include updating the corridor signal progression plan with optimized traffic signal operations along the corridor. Due to increased development, the traffic signals in Livingston County are in need of retiming. The project consists of data collection, traffic signal optimization, and retiming of traffic signals in Livingston County.

Benefit: Traffic in the corridor will flow more effectively and efficiently, which will in turn reduce user delays and associated costs. The primary benefit is to provide a safer driving environment for motorists by reducing crashes.

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: Not authorizing this project could result in user delays and the loss of federal funding.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48843.

29. HIGHWAYS - IDS Design Consultant Services

Authorization (Z22) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for design services to be performed for the rehabilitation of nine existing pump stations in Wayne, Oakland, Macomb, and Genesee Counties in the Metro and Bay Regions (CS 84900 - JN 84116C). The authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$415,919.57. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the rehabilitation of nine existing pump stations in Wayne, Oakland, Macomb, and Genesee Counties in the Metro and Bay Regions (CS 84900 - JN 84116C). The storm water pump stations are integral components of the highway infrastructure located in low-lying areas along trunk lines and interstate that serve to dewater roads as a part of the roadway design to prevent flooding and roadway closures. The proper maintenance and the functional reliability of these storm water pump stations are critical to protecting the structural integrity of the highway pavement and roadbed sub grade.

Benefit: Will provide for the continued functionality of the pump stations, which act as part of the overall drainage strategy of the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not authorizing/awarding this project could result in safety problems since these pump stations are in the worst condition in the state and are the most likely to fail, causing an inability to remove water from the roadways.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

30. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z4/R1) under Contract (2005-0050) between MDOT and Surveying Solutions, Inc., will provide for the performance of additional surveying and staking services and will increase the authorization amount by \$299,944.93. The original authorization provides for surveying and staking services, as needed, to be performed on various road and bridge projects in the Taylor Transportation Service Center service area, Wayne County (CS Various - JN Various). The work items include construction staking, road design surveying, bridge design surveying, right-of-way surveying, establishing ground control points, and establishing geodetic control points. The authorization term remains unchanged, June 23, 2005, through February 1, 2008. The revised authorization amount will be \$599,913.26. The contract term is February 1, 2005, through February 1, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for additional surveying and staking services. The selection for this work included the engineer's estimate of \$600,000 but was only issued, at MDOT's discretion, for the original authorization amount of \$299,968.33, which was approved by the State Administrative Board on June 21, 2005. MDOT is now seeking authorization of the full amount.

Benefit: The constant availability of these as-needed services will ensure that construction schedules can be maintained and will result in higher quality performance. Both of these benefits lead to overall cost savings to MDOT, Michigan taxpayers, and local economies.

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: If this revision is not approved, the services will not continue for the full time period. Lack of available surveying and staking services will significantly delay construction projects and could result in poor performance issues. These risks would lead to overall increased costs to MDOT, Michigan taxpayers, and local economies.

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 for original authorization; N/A for revision.

New Project Identification: This is not a new project.

Zip Code: 48180.

31. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z3/R1) under Contract (2005-0114) between MDOT and Tetra Tech MPS will provide for additional road design survey services, including aerial mapping and photogrammetric services, to be performed on M-50, Hand Highway to Nortley Highway, in Lenawee County (CS 46081 - JN 60301C) and will increase the authorization amount by \$90,192.81. The additional work items will include aerial mapping and photogrammetric services, which MDOT was originally going to perform. The original authorization provides for the performance of road design survey services. The authorization term remains unchanged, July 7, 2005, through March 16, 2008. The revised authorization amount will be \$142,251.51. The contract term is March 16, 2005, through March 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional road design survey services, including aerial mapping and photogrammetric services, to be performed on M-50, Hand Highway to Nortley Highway, in Lenawee County. MDOT was going to perform these services, but conflicting schedules have caused MDOT to defer this work to the consultant.

Benefit: The consultant can perform the services that MDOT cannot. This project will contribute to the preservation of the M-50 corridor in accordance with the University Region's strategy for improving the existing system. By

managing our portion of the network in accordance with specific preservation strategies, the Region will strive to meet the statewide condition goal.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the consultant is not allowed to perform these services, the project will be delayed until MDOT has the resources to perform the services in-house. It is critical to the University Region's corridor preservation program that this portion of the M-50 corridor be rehabilitated according to the current five-year plan. If this project is deferred to a later date, the Region's strategy to improve the existing system and meet the statewide condition goals will be in jeopardy.

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

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

New Project Identification: This is not a new project.

Zip Code: 49287.

32. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z4/R1) under Contract (2005-0114) between MDOT and Tetra Tech MPS will provide for additional road design survey services, including aerial mapping and photogrammetric services, to be performed on M-50, Nortley Highway to M-52, in Lenawee County (CS 46082 - JN 60348C) and will increase the authorization amount by \$68,423.80. The additional work items will include aerial mapping and photogrammetric services, which MDOT was originally going to perform. The original authorization provides for the performance of road design survey services. The authorization term remains unchanged, July 7, 2005, through March 16, 2008. The revised authorization amount will be \$121,689.66. The contract term is March 16, 2005, through March 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional road design survey services, including aerial mapping and photogrammetric services, to be performed on M-50, Nortley Highway to M-52, in Lenawee County. MDOT was going to perform these services, but conflicting schedules have caused MDOT to defer this work to the consultant.

Benefit: The consultant can perform the services that MDOT cannot. This project will contribute to the preservation of the M-50 corridor in accordance with the University Region's strategy for improving the existing system. By managing our portion of the network in accordance with specific preservation strategies, the Region will strive to meet the statewide condition goal.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the consultant is not allowed to perform these services, the project will be delayed until MDOT has the resources to perform the services in-house. It is critical to the University Region's corridor preservation program that this portion of the M-50 corridor be rehabilitated according to the current five-year plan. If this project is deferred to a later date, the Region's strategy to improve the existing system and meet the statewide condition goals will be in jeopardy.

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

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

New Project Identification: This is not a new project.

Zip Code: 49287.

33. HIGHWAYS - Time Extension

Amendatory Contract (2005-0235/A1) between MDOT and Karco Engineering, LLC, will extend the contract term by two months to provide sufficient time for the consultant to complete the services, for which extra time is needed to allow for two additional crash tests at no additional cost to MDOT. The original contract provides for the performance of crash testing for four MDOT roadside devices. The revised contract term will be May 18, 2005, through November 16, 2005. The maximum dollar amount of the contract remains unchanged at \$119,250. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This time extension will provide the additional time necessary for the conduct of two additional crash tests. The original contract provides for the performance of crash testing for four MDOT roadside devices in use by MDOT. The devices being crash tested are temporary concrete barrier, guardrail-to-bridge anchorage, portable four feet by five feet sign system, and four feet by four feet diamond shaped sign system. The Federal Highway Administration (FHWA) mandates that all roadside devices installed on the National Highway System meet a nationally-accepted standard on crashworthiness as set forth in the National Cooperative Highway Research Program Report 350. On August 2, 2005, the consultant conducted crash tests on the two types of signs. The test results indicated that both devices did not meet FHWA standards. MDOT must now redesign, fabricate, and ship to the consultant the new versions of these signs so that the crash tests may be conducted again. The original contract allows for this service at no additional cost, but MDOT is unable to supply the new signs to the consultant before the contract expires. The FHWA has already granted MDOT the additional time to submit acceptable crash testing reports.

Benefit: The contract work may be completed at no additional cost to MDOT.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: Low bid.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete the additional crash tests because it will not have the new signs from MDOT in time. A new contract would then be required to complete the services, at MDOT's additional expense.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Code: 48909.

34. *HIGHWAYS - Intelligent Transportation Systems

Contract (2005-0385) between MDOT and URS Corporation Great Lakes will provide for the development, implementation, and maintenance of methodologies and procedures to optimize the management and operation of the Michigan Intelligent Transportation Systems (MITS) Center in Detroit, Michigan. The contract will be in effect from the date of award through three years. The contract amount will be \$4,614,742.88. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

MDOT is conducting negotiations with the metropolitan planning organizations to amend the Transportation Improvement Plan (TIP) to include these services. However, MDOT requests State Administrative Board approval to use 100 percent state funds for this contract if the TIP is not approved by September 30, 2005, in order to provide for uninterrupted services.

Purpose/Business Case: The MITS provide a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and real time traffic information. External stakeholders include the Michigan Department of State Police and other public safety agencies. The MITS Center also provides closed circuit television feeds to the traffic-reporting media. MITS Center control room services provide the staff to deliver these services to the public.

Benefit: Will provide for continuous services that enhance traffic safety and mobility.

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

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

*Denotes a non-standard contract/amendment

Risk Assessment: If this contract is not approved, services benefiting stakeholders and motorists will be disrupted.
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: 48226.

35. *HIGHWAYS - Traffic and Safety Consultant Services

Contract (2005-0459) between MDOT and Precision Scan, LLC, will provide for retro-reflectivity measurements of pavement markings to be undertaken on various routes statewide. The work items include measuring and providing a report of retro-reflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials. This contract will be in effect from the date of award through September 30, 2006. The contract amount will be \$359,683.88. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the undertaking of retro-reflectivity measurements of pavement markings on various routes statewide. The work items include measuring and providing a report of retro-reflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials, as required by federal regulations. Incentive/disincentive pay is calculated for the pavement marking contractors from these measurements.

Benefit: Line quality increases each year because pavement marking contractors focus on providing a high-quality line. MDOT can pay pavement marking contractors and meet federal regulations.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: Costs are based on unit prices.

Risk Assessment: The contracts for annual pavement markings include incentive/disincentive pay ranges based on the measurements to be taken under this contract. Without this contract, the measurements cannot be taken, the pavement marking contractors cannot be paid, and MDOT cannot meet federal regulations.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Not a new project.

Zip Code: 48909.

36. *HIGHWAYS - Freeway Courtesy Patrol

Contract (2005-0478) between MDOT and Emergency Road Response, Inc., will provide for freeway courtesy patrol services to be performed for assistance to stranded motorists throughout the Southeast Michigan freeway system. The services will benefit not only those assisted but other motorists as well due to lower traffic congestion and safer driving conditions. The contract will be in effect from the date of award through three years. The contract amount will be \$6,389,172. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

MDOT is conducting negotiations with the metropolitan planning organizations to amend the Transportation Improvement Plan (TIP) to include these services. However, MDOT requests State Administrative Board approval to use 100 percent state funds for this contract if the TIP is not approved by September 30, 2005, in order to provide for uninterrupted services.

Purpose/Business Case: The Freeway Courtesy Patrol assists stranded motorists throughout the Southeast Michigan freeway system, providing benefits not only to those assisted but to other motorists as well due to lower traffic congestion and safer driving conditions.

Benefit: Will provide for continuous services that enhance traffic operations and safety.

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

Commitment Level: Costs are based on unit prices.

Risk Assessment: If this contract is not approved, the Freeway Courtesy Patrol program will be disrupted and the roadside assistance services will be suspended.

*Denotes a non-standard contract/amendment

Cost Reduction: Costs are based on low bid.
Selection: Low bid.
New Project Identification: This is not a new project.
Zip Code: 48226.

37. *HIGHWAYS - Overband Crack Filling

Retroactive Contract (2005-0481) between MDOT and Scodeller Construction, Inc., will retroactively provide for overband crack filling services performed on M-36 from Peaceful Valley Road to Old US-23 (Whitmore Lake Road) and on two portions of I-96 in Livingston County. The contract term will be August 11, 2004, through October 24, 2004. The contract amount will be \$34,912.70. Source of Funds: 100% State Restricted Trunkline Funds.

This contract is being processed retroactively to provide for services performed in good faith beyond the project limits of Contract 84916-75202 and for reimbursement of costs for these services incurred from August 11, 2004, through October 24, 2004. MDOT instructed the contractor to perform overband crack fill services beyond the project limits of the original contract in order to retard future deterioration and maintain or improve the functional condition of the roadways for longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. The project was a construction contract and the construction contract modification process was used to extend the project limits and add services and costs. This process was later determined to be inappropriate because prior approval was not obtained. The determination required the award of a new service contract or modification by the service contract amendment process rather than by the overrun process used for construction contracts. Retroactive approval of this contract will ensure that the correct contracting method is used to provide for payment for services performed in good faith by the contractor. This project extension occurred prior to the issuing of several instructional memorandums to address project limits.

Purpose/Business Case: This contract will retroactively provide for overband crack filling services performed outside of the original project limits of Contract (84916-75202) and for payment for those services, which the contractor performed in good faith at MDOT's request. The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments will retard future deterioration and maintain or improve the functional condition of the system for longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. The contract will provide for payment to the contractor for providing such services on a good faith basis in the absence of a contract.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The project was originally advertised and bid, with the lowest bidder awarded the contract. The bids were based on estimated quantities for various items of work. For the negotiated additional work, the contractor agreed to perform the required work at the original bid prices with the exceptions of the prices for Maintaining Traffic, Adjustment; Sign, Type B, Temporary, Prismatic, Furnished; and Sign, Type B, Temporary, Prismatic, Operated. Payment for the additional services performed from August 11, 2004, through October 24, 2004, will be on the basis of agreed upon amounts and will not exceed \$34,912.70.

Risk Assessment: If this contract is not approved, MDOT will be unable to pay the contractor for services performed in good faith at MDOT's instruction.

Cost Reduction: The price has been fixed by contract. The contractor agreed to perform the required work at the original bid prices, with the exceptions of the prices for Maintaining Traffic, Adjustment; Sign, Type B, Temporary, Prismatic, Furnished; and Sign, Type B, Temporary, Prismatic, Operated, for the period of August 11, 2004, through October 24, 2004.

Selection: Low bid for Contract (84916-75202); negotiated for Contract (2005-0481).

New Project Identification: This is not a new project.

Zip Code: 48107.

38. HIGHWAYS - IDS Engineering Services
Contract (2005-0511) between MDOT and Advanced Geomatics - A Division of Charlevoix Abstract and Engineering will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
39. HIGHWAYS - IDS Engineering Services
Contract (2005-0513) between MDOT and Hurley & Stewart, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
40. HIGHWAYS - IDS Engineering Services
Contract (2005-0514) between MDOT and Ledy Design Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
41. HIGHWAYS - IDS Engineering Services
Contract (2005-0516) between MDOT and National Capital Engineering Limited will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
42. HIGHWAYS - IDS Engineering Services
Contract (2005-0526) between MDOT and Construction Technical Specialists, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5336) between MDOT and the Gogebic County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Resurfacing work along Blackjack Road from the bridge over the Black River easterly approximately 0.29 miles.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$42,600
Gogebic County Road Commission Funds	<u>\$10,600</u>
Total Funds	<u>\$53,200</u>

EDDF 27555 - 80127
 Local Force Account

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

Funding Source: Federal Minimum Guarantee Funds and Gogebic County Road Commission Funds.

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

Risk Assessment: Possible loss of development opportunities.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49911.

44. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5340) between MDOT and Western Michigan University will provide for funding participation in the following improvements:

Intersection reconstruction and realignment work at Oliver Street and Campus Services Drive, including construction of a free-flow roadway between Campus Services Drive and Western Oliver Street, reconstruction of portions of Campus Services Drive, abandonment of Oliver Street at Oakland Drive, and construction of a T-intersection for Eastern Oliver Street at Campus Services Drive.

Estimated Funds:

State Restricted Trunkline Funds	\$250,000
Western Michigan University Funds	<u>\$ 0</u>
Total Funds	<u>\$250,000</u>

MIR 39997 – 84047; Kalamazoo County
 Local Letting

Purpose/Business Case: Realignment of intersection of university roads.
Benefit: Will provide improved road system on university campus.
Funding Source: State Restricted Trunkline Funds.
Commitment Level: 100% state, up to \$250,000.
Risk Assessment: Future repairs at higher costs would be necessitated.
Cost Reduction: Low bid by Western Michigan University, capped at \$250,000.
Selection: Low bid.
New Project Identification: Widening and resurfacing work on existing roadway.
Zip Code: 49008.

45. HIGHWAYS – Cost Participation for Local Agency Construction Contract
 Contract (2005-5367) between MDOT and the City of Detroit will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Installation of directional wayfinding signs at major intersections throughout downtown Detroit to inform the public of locations of major landmarks and districts.

Estimated Funds:

State Restricted Economic Development Funds	\$400,000
City of Detroit Funds	<u>\$ 0</u>
Total Funds	<u>\$400,000</u>

EDA 82522 – 59980; Wayne County
 Local Letting

Purpose/Business Case: To amend the original contract to include additional Transportation Economic Development funding to cover costs for implementing wayfinding signs associated with tourism.
Benefit: To allow for the installation of guidance signs to help direct the public to destinations.
Funding Source: State Transportation Economic Development Funds and City of Detroit Funds.
Commitment Level: 100% state up to \$6,250,106 and the balance by City of Detroit; based on estimate.
Risk Assessment: Without the amendment, the signs would not be purchased and installed. Tourists would have more difficulty finding their ways, which would reduce the benefits of the state’s investment.
Cost Reduction: N/A. (Original contract was for low bid.)
Selection: Original contract was for low bid.
New Project Identification: N/A.
Zip Code: 48226.

46. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5372) between MDOT and the City of Greenville will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Coldmilling and resurfacing work along Industrial Park Drive from Washington Street to the south end of the Greenville Industrial Park.

Estimated Funds:

State Restricted Economic Development Funds	\$214,400
City of Greenville Funds	<u>\$ 53,600</u>
Total Funds	<u>\$268,000</u>

EDF 59566 - 82637

Local Letting

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

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

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

Commitment Level: 80% state up to \$214,400 and the balance by City of Greenville; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48838.

47. *HIGHWAYS (Maintenance) - IDS Time Extension
 Amendatory Contract (2002-0446/A2) between MDOT and Auto Renewal, Inc., will extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract. The original contract provides for blast cleaning and/or coating of structural steel members (with lead-based paint) on state trunkline bridges to be performed on an as needed/when needed basis. The revised contract term will be June 10, 2002, through December 10, 2005. The maximum contract amount remains unchanged at \$400,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the term of the IDS contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract.

Benefit: Will provide for uninterrupted blast cleaning and coating services to be performed on an as needed/when needed basis. This service is required when high load hits damage bridge members to the extent that repair work is needed.

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: This work is critical when there are emergency situations or high load hits on the bridges. If the work is not performed, the bridges could become hazardous for travelers.

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

Selection: Low bid.

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

Zip Code: 48192.

48. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility
Contract (2005-0521) between MDOT and the City of Saline will provide for the construction of a chemical storage facility in the city of Saline. The contract will be in effect from the date of award through two years. The contract amount will be \$365,000. Source of Funds: 20% State Restricted Trunkline Funds and 80% City of Saline Funds.
- Purpose/Business Case:** To provide for the construction of a chemical storage facility in the city of Saline. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 850 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.
- Benefit:** Will provide the most cost-effective and efficient way of delivering winter operation activities to the area.
- Funding Source:** 20% State Restricted Trunkline Funds and 80% City of Saline Funds.
- Commitment Level:** The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.
- Risk Assessment:** Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Washtenaw County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.
- Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.
- Selection:** N/A.
- New Project Identification:** Construction of a new chemical storage facility.
- Zip Code:** 48176.
49. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0472) between MDOT and Muter and 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.
50. *HIGHWAYS (Real Estate) - Increase Leased Space and Revenue Amount
Amendatory Contract (2005-0474/A1) between MDOT and Trans American Global Logistics Services will retroactively (six days) provide for the lease of additional space of approximately 168 square feet to Trans American Global Logistics Services and will increase the revenue amount by \$6,807 per year. The original contract provides for MDOT to lease office space to Trans American Global Logistics Services for a customs broker office at the Blue Water Bridge Plaza in Port Huron, Michigan, at a rate of \$9,720 per year for ten years. The placement of a customs brokerage office at the Blue Water Bridge provides for an accelerated processing of customs inspections for the commercial trucking industry, which keeps traffic flowing across the bridge at a faster pace. Trans American Global Logistics Services wishes to expand its customs brokerage operation and has requested the use of additional office space at the Blue Water Bridge Plaza. MDOT has identified available space that will be vacant as of August 25, 2005. The effective date and the amount of the amendment will be September 1, 2005. The contract term remains unchanged, January 1, 2002, through December 31, 2011. The revised revenue amount will be \$146,550.75.

Purpose/Business Case: The purpose of leasing MDOT office space to customs broker firms at the Blue Water Bridge international border crossing is to provide accelerated processing of customs inspections for the commercial trucking industry, thereby keeping traffic flowing across the bridge at a faster pace.

Benefit: The public benefits by the utilization of MDOT-owned available office space at the Blue Water Bridge international border crossing because traffic is kept moving across the bridge at a faster pace. MDOT benefits by receiving income-generated revenue.

Funding Source: The lease is revenue-generating.

Commitment Level: Leases are appraised to determine fair market lease rates. The established lease rate is applied to the lease.

Risk Assessment: If MDOT doesn't lease office space to customs brokers at the Blue Water Bridge international border crossing, traffic movement across the bridge will be considerably backed up. Additionally, revenue will be reduced.

Cost Reduction: The state does not accept less than fair market value lease values.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48060.

51. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2005-0484) between MDOT and Glenn F. Shaw 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.

52. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2005-0485) between MDOT and Johnson Appraisals 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.

53. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2005-0499) between MDOT and Judeh & 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.

54. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0500) between MDOT and Kenneth R. Arndt & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
55. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0501) between MDOT and Kishman Realty 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.
56. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0502) between MDOT and Laura T. Woodworth, MS-OTR, 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.
57. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0504) between MDOT and M.L. Jacobs & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
58. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0505) between MDOT and Market Street Realty will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

59. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0506) between MDOT and Richard E. Hinks, Jr., Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
60. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0507) between MDOT and Seeley & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
61. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0508) between MDOT and Stantons Real Estate & Auctioneers 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.
62. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0509) between MDOT and Stout Risius Ross, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
63. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2005-0510) between MDOT and Terzo and Bologna, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

64. HIGHWAYS (Real Estate) - IDS Real Estate Services
 Contract (2005-0518) between MDOT and A.S.K. Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
65. MULTI-MODAL – Railroad Force Account Work
 Authorization (25010-85292) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of flashing-light signals and half-roadway gates at GTW’s grade crossing of Raubinger Road in Genesee County, Michigan. This work will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Genesee County Road Commission and approved on August 9, 2005. The cost of the project is estimated at \$225,745. Source of Funds: Federal Highway Administration Funds - \$180,596; FY 2005 State Restricted Trunkline Funds - \$45,149.
- Purpose/Business Case:** The project will provide for the installation of flashing-light signals and half-roadway gates at GTW’s grade crossing of Raubinger Road in Genesee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.
- Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Genesee County Road Commission, GTW, and MDOT’s Rail Safety Section.
- Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$180,596; FY 2005 State Restricted Trunkline Funds - \$45,149.
- Commitment Level:** The authorization amount is based on GTW’s detailed estimate.
- Risk Assessment:** The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.
- Cost Reduction:** The work will be performed by GTW on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Genesee County Road Commission.
- Selection:** N/A.
- New Project Identification:** This is an upgrade to an existing crossing.
- Zip Code:** 48473.
66. MULTI-MODAL – Railroad Force Account Work
 Authorization (30041-85240) under Master Agreement (94-1667), dated October 4, 1994, between MDOT and Indiana Northeastern Railroad Company (IN) will provide funding for the installation of flashing-light signals and half-roadway gates at IN’s grade crossing of Michigan Street in Reading, Hillsdale County, Michigan. This work, to be undertaken as part of MDOT’s annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Reading and approved on November 8, 2004. The cost of the project is estimated at \$122,155.28. Source of Funds: Federal Highway Administration Funds - \$97,724.22; FY 2005 State Restricted Trunkline Funds - \$24,431.06.

Purpose/Business Case: To provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of Michigan Street in Reading, Hillsdale County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by State dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$97,724.22; FY 2005 State Restricted Trunkline Funds - \$24,431.06.

Commitment Level: The authorization amount is based on IN's detailed estimate.

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

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

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49274.

67. MULTI-MODAL - Time Extension

Amendatory Contract (98-0792/A6) between MDOT and the City of Adrian will extend the contract term by one year to allow the City sufficient time to complete the construction of a new transit facility. The request for bids for the architecture and engineering work was delayed because the agency experienced difficulty in locating and purchasing an acceptable piece of property for the new transit facility. An acceptable piece of property has now been identified, and the City has entered into an option agreement to purchase the property, contingent upon the results of an environmental assessment. A firm has also been selected to perform the architecture and engineering work, and the request for proposal is being sent for an environmental assessment. The original contract provides state matching funds for the City's FY 1998 Federal Section 5309 Capital Discretionary Program grant. The contract amount remains unchanged at \$65,000. The revised contract term will be September 22, 1998, through September 30, 2006. Source of Funds: Federal Transit Administration Funds - \$52,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,000.

Purpose/Business Case: To provide for a one-year time extension to allow the City sufficient time to complete the construction of a new transit facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$52,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,000.

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 a time extension to an existing project.

Zip Code: 49221.

68. *MULTI-MODAL - Novation

Amendatory Contract (99-0795/A1) between MDOT, the Roscommon County Board of Commissioners, and the Roscommon County Transportation Authority will provide for the reassignment of the contract responsibilities from the Roscommon County Board of Commissioners to the Roscommon County Transportation Authority. The Roscommon County Board of Commissioners feels it is in the best interest of the residents of Roscommon County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The original contract provides state matching funds for Roscommon County's FY 1999 Federal Section 5309 Capital Discretionary Program grant. The contract term remains unchanged, September 30, 1999, through September 29, 2002. The contract amount remains unchanged at \$596,940. Source of Funds: Federal Transit Administration Funds - \$477,552; FY 2000 State Restricted Comprehensive Transportation Funds - \$119,388.

Purpose/Business Case: To provide for the novation of the contract that provides state matching funds for the administration of public transportation services in Roscommon County.

Benefit: Will utilize federal, state, and local transit funding in the most effective possible manner and will increase the efficiency of the transit services provided to the residents of Roscommon County.

Source of Funds: Federal Transit Administration Funds - \$477,552; FY 2000 State Restricted Comprehensive Transportation Funds - \$119,388.

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

Risk Assessment: The risk of not amending this contract is that transit services may not be provided in the most effective and efficient possible manner.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48651.

69. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0460/A3) between MDOT and the City of Adrian will extend the contract term by one year to allow the City sufficient time to complete the construction of a new transit facility. A delay in requesting bids for the architecture and engineering work occurred because the agency experienced difficulty in locating and purchasing an acceptable piece of property for the new transit facility. An acceptable piece of property has now been identified and the agency has entered into an option agreement to purchase the property contingent upon the results of an environmental assessment. A firm has now been selected to perform architecture and engineering work, and the request for proposal for an environmental assessment will be advertised soon. The original contract provides state matching funds for the City of Adrian's FY 2000 Federal Section 5309 Capital Discretionary Program grant. The contract amount remains unchanged at \$490,649. The revised contract term will be January 18, 2001, through January 17, 2007. Source of Funds: Federal Transit Administration Funds - \$392,519; FY 2000 and FY 2001 State Restricted Comprehensive Transportation Funds - \$98,130.

Purpose/Business Case: To extend the contract term by one year to allow the City time to complete the construction of a new transit facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$392,519; FY 2000 and FY 2001 State Restricted Comprehensive Transportation Funds - \$98,130.

Commitment Level: Contract amount is based on cost estimates.

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

Cost Reduction: 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: 49221.

70. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0787/A7) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by one year to provide sufficient time for the completion of infrastructure work and the engineering study for the West Detroit track connection. The infrastructure work has been delayed due to the late delivery of new tie installation equipment necessary to install the ties at a proficient rate. The engineering study has been delayed due to the unexpected resignation of Amtrak personnel assigned to the engineering study. The original contract provides for grade crossing warning device replacement and upgrade, continuous welded rail installation on controlled sidings, cross-tie installation, track resurfacing, the purchase and installation of high-tech, high speed turnouts, the purchase of cross-tie installation and track resurfacing equipment, and the undertaking of an engineering study for connecting track in West Detroit. This project is undertaken in an effort to increase safety and decrease travel times on the federally-designated Detroit - Chicago High Speed Rail Corridor. The revised contract term will be September 13, 2000, through September 30, 2006. The contract amount remains unchanged at \$5,577,958. Source of Funds: FY 2000, FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$5,577,958.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the completion of the cross-tie installation and the engineering study.

Benefit: When completed, the infrastructure work will allow Amtrak to maintain Class 6 track conditions necessary for train speeds exceeding 90 miles per hour (mph). This is very important as we anticipate train speeds being increased to 95 mph and 100 mph in selected areas yet this year. The West Detroit Engineering Study request for proposal is nearly ready to be presented to MDOT for review and then advertised. However, the recent loss of a key employee will not allow this to happen prior to the expiration of the current contract.

Funding Source: FY 2000, FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$5,577,958.

Commitment Level: This is an actual cost contract based on estimated costs.

Risk Assessment: If this amendment is not awarded, the planned speed increase may be delayed and all the data compiled as part of the engineering study up to this point would be lost.

Cost Reduction: The costs have been reviewed by MDOT's Rail Passenger Section and found to be justified when compared to alternative high-speed programs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

71. MULTI-MODAL - Novate, Revise Term
Amendatory Contract (2001-0887/A1) between MDOT, the Shiawassee County Council on Aging (COA), and the Shiawassee Area Transportation Agency (SATA) will provide for the reassignment of contract equipment and responsibilities for the administration of public transportation services in Shiawassee County from COA to SATA and will revise the contract term. The original contract provided FY 2001 Federal Section 5310 Elderly and Persons with Disabilities Program funding and state matching funds for the purchase of one lift-equipped bus. Since COA no longer provides direct transportation services to its clients, it no longer has a use for the bus. SATA is the public transportation provider for Shiawassee County and has a need for and a desire to acquire the bus to assist in serving COA's former transportation clients. The original contract expired on September 25, 2004; it was recently determined that this type of contract should not have a definite expiration date, as some of the contract responsibilities remain in effect for several years and it cannot be determined with certainty when those responsibilities will end. The revised contract term will be from September 26, 2001, until the last obligation between the parties has been fulfilled. SATA will assume the contract responsibilities as of the date of award of this novation/amendment. The contract amount remains unchanged at \$85,230. Source of Funds: Federal Transit Administration Funds - \$68,184; FY 2001 State Restricted comprehensive Transportation Funds - \$17,046.

Purpose/Business Case: To provide for the novation of the contract to reassign one lift-equipped bus from the Shiawassee County Council on Aging to the Shiawassee Area Transportation Agency and the revision of the contract term, which will extend until the last obligation between the parties has been fulfilled.

Benefit: Will provide for the full utilization of already purchased project equipment.

Funding Source: Federal Transit Administration Funds - \$68,184; FY 2001 State Restricted Comprehensive Transportation Funds - \$17,046.

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

Risk Assessment: The risk of not approving this amendment is that transit equipment will not be fully utilized and COA's former transportation clients will not be adequately served in Shiawassee County.

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: 48867.

72. MULTI-MODAL - Change in Services and Time Extension
Amendatory Contract (2001-0899/A2) between MDOT and the Bay Area Transportation Authority (BATA), which provides public transportation services in Grand Traverse and Leelanau Counties, will add a line item for bus shelter signs, adjust funding between line items, and extend the contract term by one year. The bus route design and purchase of the bus shelters were delayed because of unanticipated political delays in the purchase of the property for the downtown transfer facility. The transfer site property has now been acquired, and the extension will allow BATA sufficient time to purchase the bus shelters and signs. There are funds remaining in existing line items, and these funds will be transferred to the bus shelter signs line item. The original contract provides state matching funds for BATA's FY 2001 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised contract term will be September 14, 2001, through September 30, 2006. The contract amount remains unchanged at \$100,000. Source of Funds: Federal Transit Administration Funds - \$80,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$20,000.

Purpose/Business Case: To provide for a new line item for the purchase of bus shelter signs, the shifting of funds from existing line items, and a one-year time extension to provide BATA with sufficient time to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$80,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$20,000.

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: 49684-8891.

73-138 MULTI-MODAL - Section 5311 Operating Assistance

The following revised project authorizations issued under master agreements between MDOT and the following agencies will provide additional FY 2005 Federal Section 5311 Nonurbanized Area Formula Operating Program funds for nonurban public transportation services. The total amount to be added to the authorizations is \$1,743,001 of federal funds; state funds are not required. The revised funding level reflects the amount of funds authorized and available under the Federal Continuing Resolution. Payment to the local agencies will not exceed 12.4 percent of the agencies' final eligible expenses. The terms of the authorizations remain unchanged, October 1, 2004, through September 30, 2005. The terms of the master agreements for Roscommon County Transportation Authority and St. Joseph County Transportation Authority are from October 1, 2002, until the last obligations between the parties have been fulfilled. These two Master Agreements include authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$7,971,239.

	<u>Agreement/Revision Number</u>	<u>Agency</u>	<u>Revision Amount</u>	<u>Revised Total</u>
73.	2002-0002/Z9/R1	Adrian, City of	\$15,656	\$ 49,904
74.	2002-0003/Z14/R1	Allegan County Board of Commissioners	\$16,093	\$ 69,446
75.	2002-0004/Z9/R1	Alma, City of	\$14,412	\$ 62,192
76.	2002-0005/Z9/R1	Alpena, City of	\$13,144	\$ 56,718
77.	2002-0006/Z18/R1	ALTRAN Transit Authority	\$20,689	\$ 89,280
78.	2002-0007/Z15/R1	Ann Arbor Transportation Authority	\$14,631	\$ 56,643
79.	2002-0008/Z10/R1	Antrim County Board of Commissioners	\$28,619	\$ 85,064
80.	2002-0011/Z8/R1	Barry County Board of Commissioners	\$16,626	\$ 71,747
81.	2002-0012/Z19/R1	Bay Area Transportation Authority	\$60,319	\$542,517
82.	2002-0014/Z27/R1	Bay Metropolitan Transp. Authority (Arenac)	\$14,268	\$ 61,573
83.	2002-0014/Z28/R1	Bay Metropolitan Transp. Authority (Bay)	\$81,510	\$351,741
84.	2002-0016/Z7/R1	Belding, City of	\$ 7,230	\$ 31,197
85.	2002-0018/Z12/R1	Berrien County Board of Commissioners	\$35,591	\$153,586
86.	2002-0019/Z6/R1	Big Rapids, City of	\$ 8,350	\$ 36,034
87.	2002-0020/Z9/R1	Blue Water Area Transportation Commission	\$75,607	\$326,266
88.	2002-0021/Z18/R1	Branch Area Transit Authority	\$31,181	\$134,554
89.	2002-0023/Z11/R1	Cadillac/Wexford Transit Authority	\$32,450	\$140,033

*Denotes a non-standard contract/amendment

	<u>Agreement/Revision Number</u>	<u>Agency</u>	<u>Revision Amount</u>	<u>Revised Total</u>
90.	2002-0024/Z21/R1	Capital Area Transportation Authority	\$25,892	\$132,553
91.	2002-0025/Z7/R1	Caro Transit Authority	\$21,959	\$ 94,758
92.	2002-0026/Z7/R1	Cass County Transportation Authority	\$15,766	\$ 68,033
93.	2002-0027/Z9/R1	Charlevoix County Board of Commissioners	\$23,812	\$132,283
94.	2002-0028/Z13/R1	Cheboygan County Board of Commissioners	\$11,418	\$ 63,433
95.	2002-0029/Z12/R1	Clare County Board of Commissioners	\$31,904	\$137,676
96.	2002-0095/Z9/R1	Clinton Area Transit System	\$14,002	\$ 52,342
97.	2002-0030/Z12/R1	Crawford County Transportation Authority	\$44,711	\$156,873
98.	2002-0031/Z13/R1	Delta Area Transit Authority	\$11,804	\$ 83,824
99.	2002-0035/Z17/R1	Eastern U.P. Transportation Authority	\$12,605	\$ 54,396
100.	2002-0036/Z12/R1	Eaton County Transportation Authority	\$64,328	\$277,593
101.	2002-0038/Z12/R1	Gladwin County Board of Commissioners	\$44,858	\$158,792
102.	2002-0039/Z8/R1	Gogebic County Transit	\$13,287	\$ 50,758
103.	2002-0041/Z17/R1	Greater Lapeer Transportation Authority	\$46,027	\$198,816
104.	2002-0042/Z7/R1	Greenville, City of	\$18,658	\$ 51,931
105.	2002-0044/Z8/R1	Hillsdale, City of	\$12,672	\$ 54,684
106.	2002-0046/Z12/R1	Houghton, City of	\$11,408	\$ 49,228
107.	2002-0047/Z8/R1	Huron County Board of Commissioners	\$37,444	\$175,338
108.	2002-0048/Z9/R1	Interurban Transit Authority	\$15,432	\$ 66,593
109.	2002-0050/Z11/R1	Ionia, City of	\$15,815	\$ 68,248
110.	2002-0052/Z10/R1	Iosco County Board of Commissioners	\$ 8,629	\$ 37,237
111.	2002-0053/Z13/R1	Isabella County Transportation Commission	\$87,562	\$393,080
112.	2002-0054/Z15/R1	Jackson Transportation Authority, City of	\$35,821	\$154,578
113.	2002-0055/Z13/R1	Kalamazoo, City of	\$61,732	\$254,176
114.	2002-0057/Z9/R1	Kalkaska Public Transit Authority	\$19,698	\$ 85,002
115.	2002-0059/Z13/R1	Lenawee County Board of Commissioners	\$10,741	\$ 49,086
116.	2002-0061/Z13/R1	Ludington Mass Transportation Authority	\$28,198	\$121,682
117.	2002-0063/Z7/R1	Manistee County Board of Commissioners	\$10,285	\$148,800
118.	2002-0064/Z18/R1	Marquette County Transit Authority	\$65,770	\$310,087
119.	2002-0065/Z6/R1	Marshall, City of	\$13,094	\$ 45,055
120.	2002-0066/Z25/R1	Mass Transportation Authority (Flint)	\$ 5,622	\$ 81,167
121.	2002-0067/Z16/R1	Mecosta County Board of Commissioners	\$(4,290)	\$ 36,935
122.	2002-0068/Z6/R1	Midland, City of	\$44,463	\$173,752
123.	2002-0069/Z12/R1	Midland County Board of Commissioners	\$31,851	\$181,606
124.	2002-0070/Z9/R1	Milan, City of	\$ 7,305	\$ 45,748
125.	2002-0076/Z9/R1	Ogemaw County Board of Commissioners	\$12,275	\$ 52,971
126.	2002-0077/Z7/R1	Ontonagon County Board of Commissioners	\$14,382	\$ 58,254
127.	2002-0097/Z8/R1	Osceola County Board of Commissioners	\$ 4,048	\$ 34,692
128.	2002-0079/Z15/R1	Otsego County Board of Commissioners	\$44,496	\$192,014
129.	2005-0345/Z5/R1	Roscommon County Transportation Authority	\$60,302	\$201,585
130.	2002-0082/Z14/R1	Saginaw Transit Authority Regional Services	\$16,218	\$ 69,985
131.	2002-0693/Z11/R1	St. Joseph County Transportation Authority	\$22,067	\$ 95,227
132.	2002-0083/Z8/R1	Sanilac County Board of Commissioners	\$29,997	\$111,789
133.	2002-0084/Z9/R1	Sault Ste. Marie, City of	\$10,168	\$ 43,877
134.	2002-0085/Z10/R1	Schoolcraft County Board of Commissioners	\$12,931	\$ 55,800
135.	2002-0086/Z17/R1	Shiawassee Area Transportation Agency	\$17,391	\$ 93,112

	<u>Agreement/Revision Number</u>	<u>Agency</u>	<u>Revision Amount</u>	<u>Revised Total</u>
136.	2002-0088/Z22/R1	Suburban Mobility Authority for Reg. Transp.	\$30,888	\$133,289
137.	2002-0092/Z12/R1	Van Buren County Board of Commissioners	\$20,833	\$ 89,900
138.	2002-0093/Z13/R1	Yates Township	\$40,346	\$174,106

Purpose/Business Case: To provide additional FY 2005 Federal Section 5311 Operating Assistance funds for nonurban public transportation services. The funding reflects the amount authorized and available under the Federal Continuing Resolution.

Benefit: The federal funds will help to support the levels of public transportation provided in these nonurban areas.

Funding Source: Federal Transit Administration Funds - \$7,971,239.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risks of not awarding these projects are that federal funds will be lost and the needed transit services may not be provided.

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

Selection: N/A.

New Project Identification: These are revisions to existing projects.

Zip Code: 48909.

139-160. MULTI-MODAL - Section 5311 Capital

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program including the Economic Development Fund - Category D, the Small Cities 5,000-50,000, the Surface Transportation Program, and the Congestion Mitigation and Air Quality Improvement Program. The effective dates of the authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the effective dates 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 total amount of the authorizations will be \$2,156,259. Toll credits in the amount of \$42,360 will be allocated as match. The term of the master agreement for the St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,767,367; FY 2002 State Restricted Comprehensive Transportation Funds - \$388,892.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
139.	2002-0003/Z16	Allegan County Board of Commissioners	Buses	\$168,500
140.	2002-0004/Z10	Alma, City of	Radio Tower	\$ 64,000
141.	2002-0012/Z20	Bay Area Transportation Authority (Grand Traverse)	Facility Improvements	\$ 37,500
		Bay Area Transportation Authority (Leelanau)	Miscellaneous Bus Equipment	\$ 40,000
			Van	\$ 12,500
142.	2002-0018/Z13	Berrien County Board of Commissioners	Buses	\$220,250
143.	2002-0023/Z12	Cadillac/Wexford Transit Authority	Service Vehicle	\$ 48,000
144.	2002-0026/Z8	Cass County Transportation Authority	Bus	\$ 82,000
145.	2002-0029/Z13	Clare County Board of Commissioners	Bus Washer	\$ 85,000
146.	2002-0095/Z10	Clinton Area Transit System	Buses	\$127,000
			Radio Equipment	\$ 8,000

*Denotes a non-standard contract/amendment

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
147.	2002-0038/Z14	Gladwin County Board of Commissioners	Facility Renovation	\$ 62,500
148.	2002-0039/Z9	Gogebic County Transit	Bus	\$ 62,000
149.	2002-0041/Z18	Greater Lapeer Transportation Authority	Expansion Bus	\$ 90,000
150.	2002-0042/Z8	Greenville, City of	Bus	\$100,000
151.	2002-0047/Z9	Huron County Board of Commissioners	Facility Improvement Bus	\$ 40,000 \$115,000
152.	2002-0048/Z10	Interurban Transit Authority	Bus	\$ 55,000
153.	2002-0053/Z14	Isabella County Transportation Commission	Facility Improvements	\$ 38,750
154.	2002-0061/Z14	Ludington Mass Transportation Authority	Buses	\$158,459
155.	2002-0064/Z20	Marquette County Transit Authority	Facility Construction	\$125,000
156.	2002-0067/Z17	Mecosta County Board of Commissioners	Miscellaneous Equipment	\$ 25,000
157.	2002-0085/Z11	Schoolcraft County Board of Commissioners	Facility Construction	\$157,500
158.	2002-0086/Z18	Shiawassee Area Transportation Agency	Bus	\$ 31,250
159.	2002-0693/Z12	St. Joseph County Transportation Authority	Minivan Authority Bus Computer, Software, Printer Alignment Equipment Facility Purchase	\$ 33,750 \$ 55,000 \$ 2,100 \$ 17,900 \$ 50,000
160.	2002-0093/Z14	Yates Township	Bus Washer Van	\$ 6,800 \$ 37,500

Purpose/Business Case: To provide funding for capital items under the FY 2005 Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,767,367; FY 2005 State Restricted Comprehensive Transportation Funds - \$388,892.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

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

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

161-165. MULTI-MODAL - Section 5309 Capital Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2005 Federal Section 5309 Capital Discretionary Program. The projects are funded at 80 percent federal funding and 20 percent state match. The effective dates of the authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the terms 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 total amount of the authorizations will be \$7,574,954. Toll credits in the amount of \$144,896 will be allocated as match. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$6,204,859; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,370,095.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
161.	2002-0003/Z17	Allegan County Brd. of Commissioners	(4) Buses w/Lifts (1) Van	\$ 240,000 \$ 32,000
162.	2002-0004/Z11	Alma, City of	Architect. and Engineering (2) Small Buses	\$ 135,000 \$ 107,000
163.	2002-0012/Z21	Bay Area Transportation Authority	Facility Construction (7) Buses w/Lifts (10) Hybrid Buses w/Lifts	\$ 500,360 \$ 508,891 \$2,900,000
164.	2002-0053/Z15	Isabella County Transp. Commission	Facility Construction Facility Improvements Wind Turbine Gen. and Parts	\$ 650,000 \$ 50,000 \$ 600,000
165.	2002-0095/Z11	Clinton Area Transit System	(5) Buses w/Lifts (10) Buses w/Lifts (10) Vans Storage Building GPS Equipment Maintenance Equipment Communication Equipment	\$ 364,418 \$ 688,000 \$ 515,000 \$ 159,805 \$ 48,000 \$ 55,360 \$ 21,120

Purpose/Business Case: To provide funding for capital items under the FY 2005 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$6,204,859; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,370,095.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

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

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

166-186. MULTI-MODAL - Section 5309 Capital Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2005 Federal Section 5309 Capital Discretionary Program grant. The project funding will be 80 percent federal funds and 20 percent state matching funds. The effective dates of the authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the effective dates 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 total amount of the authorizations will be \$1,949,778. Toll credits in the amount of \$11,035 will be allocated as match. The term of the master agreement for the Roscommon County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,570,858; FY 2002 State Restricted Comprehensive Transportation Funds - \$378,920.

	<u>Agreement/ Authorizations</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
166.	2002-0005/Z11	Alpena, City of	Facility Construction	\$125,000
167.	2002-0006/Z19	ALTRAN Transit Authority	Facility Improvements Bus Washer	\$ 75,000
168.	2002-0011/Z9	Barry County Board of Commissioners	Up to (1) Bus w/Lift	\$ 48,590
169.	2002-00016/Z8	Belding, City of	Up to (1) Bus w/Lift	\$ 60,736
170.	2002-0018/Z14	Berrien County Board of Commissioners	Up to (2) Buses w/Lifts	\$121,471
171.	2002-0026/Z9	Cass County Transportation Authority	Up to (1) Bus w/Lift	\$ 48,590
172.	2002-0027/Z12	Charlevoix County Board of Commissioners	Facility Renovation	\$ 35,000
173.	2002-0029/Z14	Clare County Board of Commissioners	Architectural and Engineering	\$121,471
174.	2002-0038/Z16	Gladwin County Board of Commissioners	Facility Renovation Computer Equipment	\$ 87,360 \$ 30,000
175.	2002-0042/Z9	Greenville, City of	(1) Bus w/Lift	\$ 60,736
176.	2002-0050/Z14	Ionia, City of	(3) Buses w/Lifts	\$151,840
177.	2002-0057/Z10	Kalkaska Public Transit Authority	Architectural and Engineering	\$ 60,736
178.	2002-0060/Z16	Livingston County Board of Commissioners	(1) Bus w/Lift Communication Equipment Portable Bus Washer	\$ 90,000 \$ 1,600 \$ 23,577
179.	2002-0064/Z21	Marquette County Transit Authority	Facility Improvements Bus Washer	\$ 75,000
180.	2002-0068/Z7	Midland, City of	Up to (3) Buses w/Lifts	\$151,840
181.	2002-0079/Z16	Otsego County Board of Commissioners	Facility Purchase	\$150,000
182.	2002-0086/Z19	Shiawassee Area Transp. Agency	(1) Bus w/Lift	\$ 54,663
183.	2002-0090/Z5	Twin Cities Area Transp. Authority	Facility Renovation	\$ 36,443
184.	2002-0092/Z5	Van Buren County Board of Commissioners	Up to (1) Bus w/Lift	\$ 36,443
185.	2002-0093/Z15	Yates Township	(3) Buses w/lifts	\$242,946
186.	2005-0345/Z6	Roscommon County Transp. Authority	(1) Bus w/Lift	\$ 60,736

Purpose/Business Case: To provide funding for capital items under the FY 2005 Federal Section 5309 Capital Discretionary Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,570,858; FY 2002 State Restricted Comprehensive Transportation Funds - \$378,920.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

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

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

187. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z4/R2) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will extend the authorization term by nine months and transfer the remaining funds in the vehicle line item to the preventive maintenance line item. AATA recently completed the purchase of its vehicles and, due to lower than anticipated vehicle costs, had funds remaining. The time extension will allow AATA sufficient time to address some of its immediate maintenance issues. The original authorization provides state matching funds for AATA's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from April 2, 2002, through April 1, 2005, and from May 9, 2005, through June 30, 2006. The authorization amount remains unchanged at \$4,985,000. 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 - \$3,988,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$977,000; AATA Funds - \$20,000.

Purpose/Business Case: To provide for a nine-month time extension to allow AATA sufficient time to complete the preventive maintenance line item and to adjust funds between line items.

Benefit: Increased public safety improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,988,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$977,000; AATA Funds - \$20,000.

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 the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48104

188. MULTI MODAL - Section 5313(b)

Project Authorization (Z12) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will provide FY 2005 Federal Section 5313(b) State Planning and Research Program grant funds for the conduct of a comprehensive service analysis. The effective date of this authorization will be the effective date of the federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$100,000. 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 - \$80,000; City of Battle Creek Funds - \$20,000.

Purpose/Business Case: To provide funds for the conduct of a comprehensive service analysis.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds - \$80,000; City of Battle Creek Funds - \$20,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49016.

189. MULTI-MODAL - Transportation to Work Program

Project Authorization Revision (Z18/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), located in Ingham County, will reduce the authorization amount by \$85,000. Due to a lack of demand for transportation to work services in Ingham County, CATA has requested a reduction in funding so that the unused funds may be applied to other areas in the state that have greater demand. The original authorization provides funding for CATA's FY 2005 Transportation to Work Program grant. The authorization term remains unchanged, October 1, 2004, through September 30, 2005. The revised authorization amount will be \$15,000. 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: FY 2005 State Restricted Comprehensive Transportation Funds - \$7,500; Michigan Department of Human Services Funds - \$3,750; Michigan Department of Labor and Economic Growth Funds - \$3,750.

Purpose/Business Case: To provide for a funding reduction of \$85,000 due to a lack of demand for transportation to work services in Ingham County.

Benefit: The reduction amount can be applied to other agencies that have greater demand for transportation to work services.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$7,500; Michigan Department of Human Services (formerly the Family Independence Agency) Funds - \$3,750; Michigan Department of Labor and Economic Growth Funds - \$3,750.

Commitment Level: Revised authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is that funding that could be transferred to other areas of the state that need the funding for transportation to work services will not be available to be transferred.

Cost Reduction: Reimbursement is based on the costs of services provided.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48910.

190. MULTI-MODAL - Section 3037 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0036) between MDOT and the Eaton County Transportation Authority (EATRAN) will adjust funding between line items and will extend the authorization term by one year to provide sufficient time for EATRAN to complete the project. The revision will move funding from the bus purchase line item to the radio equipment purchase line item, as the purchase price of the bus was less than anticipated. EATRAN has requested the additional time in order to purchase radios that are compatible with EATRAN's new communication equipment. The original authorization provides state matching funds for EATRAN's FY 2002 Federal Section 3037 Job Access and Reverse Commute Program grant. The revised authorization term will be October 1, 2002, through September 30, 2006. The authorization amount remains unchanged at \$214,996. 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 - \$107,498; FY 2003 State Restricted Comprehensive Transportation Funds - \$69,124; Michigan Department of Human Services Funds - \$38,374.

Purpose/Business Case: To provide for line item funding adjustments and a one-year time extension to allow the purchase of new radio equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$107,498; FY 2003 State Restricted Comprehensive Transportation Funds - \$69,124; MDHS Funds - \$38,374.

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

Risk Assessment: The risk of not approving this revision is that needed radio equipment will not be purchased.
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: 48813.

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

Project Authorization (Z26) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority, located in Genesee County, will provide state matching funds for the FY 2005 Federal Section 3037 Job Access and Reverse Commute Program grant. This program provides work-related transportation to Genesee County residents accessing jobs in the counties of Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee. The authorization will be in effect from May 19, 2005, through May 18, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,053,476. 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- \$1,526,738; FY 2005 and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,125,971; Michigan Department of Human Services Funds - \$400,767.

Purpose/Business Case: To provide state matching funds for the Authority's FY 2005 Federal Section 3037 Job Access and Reverse Commute Program grant for transportation to work services for Genesee County residents.

Benefit: Increased public transportation services.

Funding Source: Federal Transit Administration Funds - \$1,526,738; FY 2005 and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,125,971; Michigan Department of Human Services Funds - \$400,767.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this authorization are that federal funds will be lost and the needed transportation to work services will not be provided.

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

Selection: N/A.

New Project Identification: This is a continuation of previous years' Job Access and Reverse Commute Program grants.

Zip Code: 48503.

192. MULTI-MODAL - Section 3037 Jobs Access/ Reverse Commute

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0069) between MDOT and the Midland County Board of Commissioners will extend the authorization term by one year to allow the County sufficient time to complete the purchase of computer equipment. The original authorization provides state matching funds for the County's FY 2002 Federal Section 3037 Job Access and Reverse Commute Program grant. The extension is requested because the computer dispatching program was more difficult to implement than anticipated, requiring the purchase of additional computer equipment and causing a delay in the completion of the project. The revised authorization term will be October 1, 2002, through September 30, 2006. The authorization amount remains unchanged at \$300,000. 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 - \$150,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$123,411; Michigan Department of Human Services (MDHS) Funds - \$26,589.

Purpose/Business Case: To provide for a one-year time extension to allow sufficient time for the County to complete the purchase of computer equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$150,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$123,411; MDHS Funds - \$26,589.

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: 48640.

193. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z9/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Macomb, Oakland and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to obtain Federal Transit Administration (FTA) approval for the purchase of linehaul buses. The project has been delayed because SMART originally planned to lease the linehaul buses but has now decided to purchase them instead. SMART submitted a revision request to the FTA and is awaiting approval before procuring the vehicles. As a result, SMART does not anticipate delivery of the buses until after the authorization expires. The original authorization provides state matching funds for SMART's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 9, 2002, through September 8, 2006. The authorization amount remains unchanged at \$2,611,201. 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 - \$2,088,961; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$522,240.

Purpose/Business Case: To provide for a one-year time extension to provide sufficient time for SMART to obtain FTA approval for the purchase, rather than lease, of linehaul buses and to complete the project, upon receipt of FTA approval for the line item change.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,088,961; FY 2002, FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$522,240.

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: 48226.

194. MULTI-MODAL - Section 5307/CMAQ Program

Project Authorization (Z29) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides public transportation services in parts of Macomb, Wayne, Oakland, and Monroe Counties, will provide state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grants for the purchase of up to three small replacement buses for Lake Erie Transit in Monroe County. The authorization will be in effect from June 30, 2005, through June 29, 2008. The project 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 \$780,000. 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 - \$624,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$156,000.

Purpose/Business Case: To provide state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality Improvement Program grants for the purchase of up to three small replacement buses for Lake Erie Transit in Monroe County.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$624,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$156,000.

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.

195. MULTI-MODAL - Transit Planning and Research

Project Authorization (Z30) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) will provide state funds for organizational development, administration, and/or transportation planning for regional transit in southeast Michigan. The funds were originally provided to the Detroit Area Regional Transportation Authority (DARTA) but are being transferred to SMART for a transition period while the full impacts of the recent DARTA Court of Appeals ruling is evaluated and the legal foundation for DARTA is confirmed. The authorization will be in effect from the date of award through two years. 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. The total cost of the project is \$150,516.63. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$150,516.63.

Purpose/Business Case: To provide state funds for organizational development, administration, and/or transportation planning for regional transit in Southeast Michigan.

Benefit: Increased and better coordinated public transportation services.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$150,516.63.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is that these activities will not be completed.

Cost Reduction: Reimbursement is based on costs incurred.

Selection: N/A.

New Project Identification: This is not a new project.
Zip Code: 48226.

196. MULTI-MODAL - Section 5307/CMAQ Programs

Project Authorization (Z6) under Master Agreement (2002-0090) between MDOT and the Twin Cities Area Transportation Authority will provide state matching funds for the Authority's FY 2005 Federal Section 5307 Urbanized Area Formula Capital/Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of four buses. The authorization will be in effect from July 8, 2005, through July 7, 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 \$225,000. 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 - \$180,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$45,000.

Purpose/Business Case: To provide state matching funds for the Twin Cities Area Transportation Authority's FY 2005 Federal Section 5307 Urbanized Area Formula Capital/ CMAQ Improvement Program grant for the purchase of four buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$180,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$45,000.

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: 49023.

197. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0093) between MDOT and Yates Township, which provides service in Lake County, will add a line item for office equipment and adjust funding between line items. The original authorization provides state matching funds for Yates Township's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant for facility renovations. During an electrical storm, the agency's copier was destroyed. Yates Township is, therefore, requesting that a portion of the funding from facility renovations be moved to a new line item for office equipment for the replacement of the copier. The authorization amount remains unchanged at \$60,000. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. 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 - \$48,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$12,000.

Purpose/Business Case: To provide for line item funding adjustments for the purchase of office equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$48,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$12,000.

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.

New Project Identification: This is not a new project.

Zip Code: 49642.

198. MULTI-MODAL - Transportation to Work Program

Project Authorization Revision (Z7/R1) under Master Agreement (2002-0095) between MDOT and the Clinton Area Transit System (CATS) will increase the authorization amount by \$10,000. CATS has requested additional funding to help meet the need for the increased transportation to work services in Clinton County. The original authorization provides funding for the agency's FY 2005 Transportation to Work Program grant. The authorization term remains unchanged, October 1, 2004, through September 30, 2005. The revised authorization amount will be \$40,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$20,250; Michigan Department of Human Services Funds - \$10,125; Michigan Department of Labor and Economic Growth Funds - \$10,125.

Purpose/Business Case: To provide for an increase in funding of \$10,000 due to a higher than anticipated demand for transportation to work services in Clinton County.

Benefit: Increased public transportation services.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$20,250; Michigan Department of Human Services (formerly the Family Independence Agency) Funds - \$10,125; Michigan Department of Labor and Economic Growth Funds - \$10,125.

Commitment Level: Revised authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of transportation to work services.

Cost Reduction: Reimbursement is based on the costs of services provided.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48879.

199. MULTI-MODAL - Time Extension

Amendatory Contract (2002-0292/A2) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the contract term by two years to allow DDOT sufficient time to complete the project. Due to lack of sufficient funding to complete the construction of a transfer center, DDOT has cancelled the project and submitted a revision request to the Federal Transit Administration (FTA) to use these funds for facility rehabilitation and renovation. The two-year extension will provide DDOT with sufficient time to complete the revised project after approval is received from FTA. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5309 Capital Discretionary Program grant for the construction of a timed transfer center. The revised contract term will be April 25, 2001, through October 24, 2007. The contract amount remains unchanged at \$4,860,100. Source of Funds: Federal Transit Administration Funds - \$3,888,080; FY 2002 State Restricted Comprehensive Transportation Funds - \$972,020.

Purpose/Business Case: To provide for a two-year time extension to allow sufficient time for DDOT to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,888,080; FY 2002 State Restricted Comprehensive Transportation Funds - \$972,020.

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.

*Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

200. *MULTI-MODAL – Increase Services and Amount, Extend Term

Amendatory Contract (2003-0043/A4) between MDOT and VPSI, Inc., will add FY 2006 Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement Program funds of \$529,168 and state funding of \$195,000 in order to continue the program for an additional year and will extend the contract term by one year accordingly. This level of funding will permit the agency to continue operations at the current level through the end of fiscal year 2006. The original contract provides state and federal funding for the statewide vanpool program known as the MichiVan Commuter Vanpool Program. This program effectively utilizes an extensive fleet management system and promotional program to recruit people to utilize vanpools as an alternative transportation mode to the single occupant vehicle work commute trip. The revised contract term will be October 1, 2002, through September 30, 2006. The revised contract amount will be \$4,048,407. Source of Funds: FHWA Funds - \$3,294,807; FY 2003 – 2006 State Restricted Comprehensive Transportation Funds - \$753,600.

Purpose/Business Case: To provide for an increase in state and federal funding, a one year time extension, and adjustments to the contract language.

Benefit: Increased transit options and improved air quality.

Funding Source: Federal Highway Administration Funds - \$3,294,807; FY 2003 through FY 2006 State Restricted Comprehensive Transportation Funds - \$753,600.

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.

201. *MULTI-MODAL - Time Extension

Amendatory Contract (2003-0560/A1) between MDOT and the Federal Railroad Administration (FRA) will extend the contract term by two years to provide sufficient time for the completion of the project. The original contract provides federal and state funding for the installation of innovative grade crossing warning devices at the grade crossings of the Norfolk Southern Corporation at Pierce Road in Sylvan Township, Washtenaw County, Michigan, and at Denton Road in Van Buren Township, Wayne County, Michigan. The projects have been delayed by negotiations for satisfactory indemnification and railroad liability insurance issues, which have been recently agreed upon and will be addressed as separate contracts between the railroad and the prime contractors. The devices are a system of in-pavement lights and raisable barriers to be interconnected with the existing flashing-light signals, half-roadway gates, and signal circuitry at each location. The test project will include the installation and maintenance of the devices, interconnection with the existing railroad grade crossing warning devices, electrical power supply, video monitoring, and removal of the devices and restoration of the roadways, when necessary. This test project is being conducted to study the new devices' effectiveness in eliminating the occurrence of motorists ignoring fully activated flashing-light signals and half-roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the FRA. The contract amount remains unchanged at \$391,582. The revised contract term will be September 10, 2003, through September 9, 2007. Source of Funds: FRA Funds - \$150,000; FY 2002 State Restricted Trunkline Funds - \$241,582.

Purpose/Business Case: To provide for a two-year time extension to allow sufficient time for the installation of the devices and completion of the study. This is a cooperative effort between the FHWA, the FRA, and MDOT to test innovative grade crossing warning devices. The devices will be tested for their effectiveness in deterring motorists from ignoring active warning devices and for their operating reliability in Michigan's varied weather conditions.

Benefit: Federal approval allows MDOT to be the first state in the nation to install and test these new grade crossing warning devices. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If successful, it also gives Michigan access to another tool that could reduce crashes and save lives.

Funding Source: FRA Funds - \$150,000; FY 2002 State Restricted Trunkline Funds - \$241,582.

Commitment Level: The contract amendment amount is based on estimated costs.

Risk Assessment: If the amendment is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. Without approval of this contract extension, MDOT might not be able to install and study the effectiveness of equipment already purchased prior to the delays caused by the indemnification issues. MDOT would also lose the federal grant monies up to a maximum of \$150,000.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Services Section and found to be reasonable.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

202. MULTI-MODAL - Time Extension

Amendatory Contract (2003-0562/A1) between MDOT and Rauhorn Electric, Inc., will extend the contract term by two years to provide Rauhorn Electric, Inc., with sufficient time to complete the installation of an innovative grade crossing warning (IGCW) device at the grade crossing of the Norfolk Southern Corporation at Pierce Road in Sylvan Township, Washtenaw County. The project has been delayed by negotiations for satisfactory indemnification and by railroad liability insurance issues that have now been agreed upon. The IGCW device is a system of in-pavement lights to be interconnected with the existing flashing-light signals, half-roadway gates, and signal circuitry. The test project will include installation and maintenance of the IGCW device, interconnection with the existing railroad grade crossing warning devices, electrical power supply, video monitoring, and removal of the IGCW device and restoration of the roadways, when necessary. This test project is being conducted to study the IGCW device's effectiveness in eliminating the occurrence of motorists ignoring fully-activated flashing-light signals and half-roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The revised contract term will be September 10, 2003, through September 9, 2007. The contract amount remains unchanged at \$134,038.12. Source of Funds: FRA Funds - \$51,344.78; FY 2002 State Restricted Trunkline Funds - \$82,693.34.

Purpose/Business Case: To provide for a two-year time extension to allow Rauhorn Electric, Inc., sufficient time to complete the installation of the IGCW devices and the study of their effectiveness. This is a cooperative effort between the FHWA, the FRA, and MDOT to test this innovative grade crossing warning device. The IGCW device is to be tested for its effectiveness in deterring motorists from ignoring active warning devices and for its operating reliability in Michigan's variable weather conditions.

Benefit: The federal approval allows MDOT to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool to reduce car-train accidents and save lives.

Funding Source: FRA Funds - \$51,344.78; FY 2002 State Restricted Trunkline Funds - \$82,693.34.

Commitment Level: The contract amendment amount is based on cost estimates.

Risk Assessment: If this amendment is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety; MDOT might not be able to install and study the effectiveness of equipment already purchased and would lose the federal grant monies for the purchased equipment, up to a maximum of \$150,000.

Cost Reduction: The cost estimates have been reviewed by MDOT's Rail Passenger Services Section and found to be reasonable and valid.

Selection: N/A.

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

Zip Code: 48315.

203. MULTI-MODAL - Time Extension

Amendatory Contract (2003-0571/A1) between MDOT and National Intelligent Traffic Systems (NITS), will extend the contract term by two years to provide sufficient time for NITS to complete the installation of an innovative grade crossing warning (IGCW) device at the grade crossing of the Norfolk Southern Corporation at Denton Road, in Van Buren Township, Wayne County. The project has been delayed by negotiations for satisfactory indemnification and by railroad liability insurance issues, which have been agreed upon. The IGCW device is a raisable barrier system that will be interconnected with the existing flashing-light signals, half-roadway gates, and signal circuitry. The test project will include the installation and maintenance of the IGCW device, interconnection with the existing railroad grade crossing warning devices, electrical power supply, video monitoring, and removal of the IGCW device and restoration of the roadways, when necessary. This test project is being conducted to study the new device's effectiveness in eliminating the occurrence of motorists ignoring fully-activated flashing-light signals and half-roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The revised contract term will be September 10, 2003, through September 9, 2007. The contract amount remains unchanged at \$257,000. Source of Funds: FRA Funds- \$98,446.48; FY 2002 State Restricted Trunkline Funds - \$158,553.32.

Purpose/Business Case: To provide for a two-year time extension to provide NITS with sufficient time to complete the installation of the IGCW devices and the study of their effectiveness. This is a cooperative effort between the FHWA, the FRA, and MDOT to test this innovative grade crossing warning device. The IGCW device is to be tested for its effectiveness in deterring motorists from ignoring active warning devices and for its operating reliability in Michigan's variable weather conditions.

Benefit: The federal approval allows MDOT to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce car-train accidents and save lives.

Funding Source: FRA Funds - \$98,446.48; FY 2002 State Restricted Trunkline Funds - \$158,553.32.

Commitment Level: The contract amendment amount is based on cost estimates.

Risk Assessment: If this amendment is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety; MDOT might not be able to install and study the effectiveness of equipment already purchased and would lose the federal grant monies for the purchased equipment, up to a maximum of \$150,000.

Cost Reduction: The cost estimates have been reviewed by MDOT's Rail Passenger Services Section and found to be reasonable and valid.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 43017.

204. *MULTI-MODAL - Increase Scope, Increase Amount and Extend Project Completion Date
Amendatory Contract (2004-0236/A1) between MDOT and the Lake State Railway Company (LSRC) will increase the scope of the project, increase the contract amount by \$139,145 accordingly, and extend the project completion period by one year. The additional work will include the construction of an additional 694 feet of spur track, the construction of an additional 608 feet of runaround track, and the lowering and encasing of a gas transmission line. The additional work is needed because a Diagnostic Review Team concluded that the track route plan needed to be adjusted and a grade crossing removed. The original contract provides financial assistance in the form of a loan under the Michigan Rail Loan Assistance Program for the construction of a 14,000-foot railroad spur, a 7540-foot runaround track, and all necessary road crossings and switches. This project will provide the A&L Iron & Metal Company, Inc., with rail access into the Gaylord Industrial Park. The contract term remains unchanged, from September 17, 2004, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated, whichever is earlier. The revised contract amount will be \$1,176,745. Source of Funds: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,000,000; LSRC Funds - \$176,745.

Purpose: This amendment will increase the scope of the original project to provide for additional work, additional funding of \$139,145, and will extend the project completion period by one year.

Benefit: Securing this funding will allow the railroad to award the construction bid and begin project construction. A&L's investment of approximately \$4.5 million in a new metal shredding facility expansion can move forward, 45 existing jobs will be retained, and an additional 25 jobs will be created in Otsego County.

Funding Source: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,000,000; LSRC Funds - \$176,745. LSRC is also requesting additional funding under the Freight Economic Development Program in the amount of \$971,609.95; this amount is not included in the eligible project costs under MiRLAP.

Commitment Level: The contract cost is fixed, not to exceed \$1,000,000.

Risk Assessment: If the project does not move forward, A&L Iron & Metal Co., Inc., will likely move to another location which could result in the loss of 45 existing jobs in Otsego County and the loss of an additional 25 new jobs.

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

Selection: N/A.

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

Zip Code: 48730.

205. *MULTI-MODAL - Increase Scope and Amount, Extend Project Completion Date
Amendatory Contract (2004-0237/A1) between MDOT and the Lake State Railway Company will increase the scope of the project, increase the contract amount by \$161,855 accordingly, and extend the project completion period by one year. The additional work will include the construction of an additional 694 feet of spur track, the construction of an additional 608 feet of runaround track, and the undertaking of additional crossing and switch work. The additional work is needed because a Diagnostic Review Team concluded that the track route plan needed to be adjusted and a grade crossing removed. The original contract provides financial assistance in the form of a loan under the Freight Economic Development Program for the construction of a 14,000-foot railroad spur, a 7540-foot runaround track, and all necessary road crossings and switches. This project will provide the A&L Iron & Metal Company, Inc., with rail access into the Gaylord Industrial Park. The contract term remains unchanged, from September 10, 2004, until one year after the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever is earlier. The revised contract amount will be \$971,609.95. Source of Funds: FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$971,609.95.

Purpose/Business Case: To increase the scope of the project to provide for additional railroad spur footage and runaround track footage and additional crossing work and switches, to increase the contract amount by \$161,855 accordingly, and to extend the project completion period by one year.

Benefit: This project provides the A&L Iron & Metal Company with rail access at its facility adjacent to the Gaylord Industrial Park.

Funding Source: FY 2003 and FY 2005 State Restricted Comprehensive Transportation Funds - \$971,609.95. The company is also requesting additional funding under the Michigan Rail Loan Assistance Program in the amount of \$1,000,000; this amount is not included in the eligible project costs under the Freight Economic Development Program.

Commitment Level: The contract is fixed, not to exceed \$971,609.95.

Risk Assessment: Not performing this activity could result in the A&L Iron & Metal Co. relocating its Gaylord operation to another area with rail service, which could result in the loss of 25 new jobs and 45 existing jobs in the Otsego County area.

Cost Reduction: The project will be awarded to the lowest bidder.

Selection: N/A.

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

Zip Code: 48730.

206. *MULTI-MODAL - Intercity Terminal

Contract (2005-0108) between MDOT and Indian Trails, Inc., located in Owosso, Michigan, will provide FY 2005 State Intercity Terminal funding for security system upgrades, grounds repairs and landscape improvements, and the complete rehabilitation of the parking areas at the Saginaw Bus Center. The contract will be in effect from the date of award through two years. The contract amount will be \$32,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$32,000.

Purpose/Business Case: To provide FY 2005 State Intercity Terminal funding for security system upgrades, landscape improvements, and the complete rehabilitation of the parking areas.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$32,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is that bus passenger safety, convenience, and comfort will be jeopardized.

Cost Reduction: The project will be competitively bid.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48607.

207. *MULTI-MODAL - Increase Funding for Transportation to Work Services

Amendatory Contract (2005-0159/A1) between MDOT and the Michigan Department of Human Services (MDHS) will increase the FY 2005 funds transferred from MDHS to MDOT for transportation to work projects by \$401,879. The Mass Transportation Authority in Flint recently received a Federal Job Access/Reverse Commute grant, and MDHS will provide a portion of the match for this grant and will also provide additional funding for Ottawa County. This amendment will also adjust funding between other counties to accommodate changes in service levels. The original contract provides for the transfer of MDHS funds to MDOT for the funding of transportation to work projects. The contract term remains unchanged, October 1, 2004, through September 30, 2005. The revised contract amount will be \$1,095,358. Source of Funds: MDHS Funds - \$1,095,358.

Purpose/Business Case: To provide additional Michigan Department of Human Services FY 2005 funding of \$401,879 for transportation to work projects and to adjust funding between counties.

Benefit: Will provide funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care.

Funding Source: Michigan Department of Human Services Funds - \$1,095,358.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that needed services will not be provided.

Cost Reduction: NA; this is an interagency agreement to pass through funding to local agencies.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

208. *MULTI-MODAL - Intercity Service Development

Contract (2005-0379) between MDOT and Indian Trails, Inc., in Owosso, Michigan, will provide state funding for intercity bus operating services in the Lower Peninsula. The routes include Bay City, Michigan, to St. Ignace, Michigan, and Grand Rapids, Michigan, to St. Ignace, Michigan. Indian Trails, Inc., will provide service to major population areas and small urban and rural communities in the Lower Peninsula, as well as a connection to the national bus system and downstate Michigan. The operating assistance is based on a rate of \$2.57 per mile less revenues. The contract term will be October 1, 2005, through September 30, 2007. The contract amount will be \$767,180. Source of Funds: FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$767,180.

Purpose/Business Case: To provide state funding for intercity bus operating services for the Bay City, Michigan, to St. Ignace, Michigan, and the Grand Rapids, Michigan, to St. Ignace, Michigan, routes.

Benefit: To ensure continuation of existing intercity bus routes operating along MDOT designated corridors in the lower peninsula, and to provide communities essential transportation service with links to the national transportation system.

Funding Source: FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$767,180.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of intercity bus operating services along MDOT designated corridors in the Lower Peninsula and the isolation of Lower Peninsula communities through the lack of transportation links to the national transportation system.

Cost Reduction: Amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: Acceptance of the most responsive bidder.

New Project Identification: This is a new project for continuing intercity service development.

Zip Code: 48909.

209. *MULTI-MODAL - Intercity Marketing

Contract (2005-0381) between MDOT and Greyhound Lines, Inc., will provide Intercity Service Development Program funding for the marketing of intercity bus service in Michigan. The award of these funds is required by Public Act 361 of 2004, Section 729, which states that funds will be provided for lost ridership support and/or marketing efforts to increase awareness of intercity bus service, to increase ridership on intercity bus carriers, and to improve coordination of intercity bus service in Michigan. The contract will be in effect from the date of award through one year. The contract amount will be \$60,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$60,000.

Purpose/Business Case: To provide marketing assistance for intercity bus service, as required by Public Act 361 of 2004, Section 729.

Benefit: Increased public awareness of intercity bus services and preservation of long-distance intercity bus transportation.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$60,000.

*Denotes a non-standard contract/amendment

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the potential loss of long-distance intercity transportation for transportation-dependent persons, the elderly, and disabled.

Cost Reduction: Reimbursement is based on the costs of services provided.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

210-234. MULTI-MODAL - Section 5310 Capital Program

The following contracts between MDOT and the following agencies will provide funding for capital items under the FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The effective dates of these contracts will be the effective date of the federal grant, and the contracts will be in effect for three years. The contracts may be retroactive due to the effective dates 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 total amount of the contracts will be \$1,797,385. Toll credits in the amount of \$6,032 will be allocated as match for computers and computer equipment, and a phone system upgrade. Source of Funds: Federal Transit Administration Funds - \$1,443,940; FY 2002 State Restricted Comprehensive Transportation Funds - \$353,445.

	<u>Contract No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
210.	2005-0413	American Red Cross Serving Muskegon, Oceana, and Newaygo Counties	(5) Cars (1) Van	\$113,065 \$ 33,835
211.	2005-0414	ARCH, Inc	(3) Vans	\$ 68,680
212.	2005-0415	Baraga/Houghton/Keweenaw Community Action Agency	(1) Van	\$ 32,000
213.	2005-0416	Baragaland Senior Citizen, Inc.	(1) Van Computer	\$ 17,930 \$ 2,000
214.	2005-0417	Benzie County Commission on Aging	(3) Buses	\$100,770
215.	2005-0418	Cheboygan County Council on Aging	(1) Bus w/Lift Facility Construction	\$ 51,370 \$ 12,500
216.	2005-0420	Community Inclusive Recreation, Inc.	(1) Bus w/Lift	\$ 75,015
217.	2005-0446	Emmet County Medical Care Facility	(1) Bus w/Lift	\$ 54,385
218.	2005-0423	Georgetown Seniors	(1) Bus w/Lift	\$ 80,155
219.	2005-0424	HealthSource Saginaw	(1) Van	\$ 31,620
220.	2005-0425	Heart of Senior Citizens Services	(1) Bus w/Lift	\$ 75,260
221.	2005-0426	Handicappers Information Council & Patient Equipment Locker, Inc.	(3) Vans	\$ 94,860
222.	2005-0427	Hope Network, Inc.	Computer Equipment	\$ 24,000
223.	2005-0428	Huron County Transit Corporation	(1) Bus w/Lift	\$ 87,935
224.	2005-0447	Jewish Family Services of Washtenaw Co.	(1) Van	\$ 42,420
225.	2005-0431	Lutheran Home of Frankenmuth	(1) Van	\$ 39,390
226.	2005-0432	Marian E. Burch Adult Day Care & Rehabilitation Center	(1) Bus w/Lift	\$ 50,165
227.	2005-0433	Menominee/Delta/Schoolcraft Community Action Agency	(1) Bus w/Lift	\$ 49,420
228.	2005-0448	Campbell Lewellyn Montrose Community Center Advisory Council, Inc.	(1) Bus w/Lift	\$ 75,945
229.	2005-0434	Newaygo County Commission on Aging	(3) Vans w/Lifts (1) Bus	\$107,100 \$ 62,500

*Denotes a non-standard contract/amendment

	<u>Contract No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
230.	2005-0430	Northern Michigan Regional Health System	(1) Van	\$ 40,800
231.	2005-0439	Saginaw Commission on Aging	(2) Vans	\$ 61,105
232.	2005-0440	St. Joseph County Commission on Aging	(2) Vans	\$ 74,740
			Computer and Software	\$ 960
233.	2005-0442	Thunder Bay Transportation Corporation	(2) Buses w/Lifts	\$196,760
234.	2005-0444	Upper Peninsula Community Services, Inc	(1) Van	\$ 37,500
			Upgrade Phone System	\$ 3,200

Purpose/Business Case: To provide for the purchase of transit vehicles and transit vehicle related equipment for private nonprofit organizations and public transit agencies.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,443,940; FY 2002 State Restricted Comprehensive Transportation Funds - \$353,445.

Commitment Level: Contract amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these contracts is the loss of federal funds.

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

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

235-238. MULTI-MODAL - Section 5310 Capital Program

The following contracts between MDOT and the following agencies will provide funding for capital items under the FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The effective dates of these contracts will be the effective date of the federal grant, and the contracts will be in effect for three years. The contracts may be retroactive due to the effective dates 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 total amount of the contracts will be \$2,080,024. Source of Funds: Federal Transit Administration Funds - \$1,664,019; FY 2002 State Restricted Comprehensive Transportation Funds - \$416,005.

	<u>Contract No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
235.	2005-0419	Clare County Transit Corporation	(6) Buses w/Lifts	\$443,220
			(1) Van	\$ 20,075
236.	2005-0421	City of Detroit	(3) Buses w/Lifts	\$143,310
			(8) Vans	\$143,420
237.	2005-0437	Pioneer Resources	(6) Buses	\$485,520
			(9) Vans	\$223,380
238.	2005-0441	Suburban Mobility Authority for Regional Transportation (SMART)	(6) Buses w/Lifts	\$382,419
			(6) Vans	\$238,680

Purpose/Business Case: To provide for the purchase of transit vehicles and vehicle related equipment for private nonprofit organizations and public transit agencies.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,664,019; FY 2002 State Restricted Comprehensive Transportation Funds - \$416,005.

Commitment Level: Contract amounts are based on cost estimates.

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

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

Selection: N/A.

*Denotes a non-standard contract/amendment

New Project Identification: These are new projects.
Zip Code: 48909.

239. *MULTI-MODAL - Property Management

Retroactive Contract (2005-0475) between MDOT and Michigan Bell Telephone Company a.k.a. SBC Midwest (SBC) will provide for a fiber optic lease for a portion of state-owned railroad right-of-way. The lease is on a limited and nonexclusive basis and will be used for the construction, installation, maintenance, repair, replacement, relocation, operation, and removal of fiber optic cable and auxiliary equipment. This is a renewal of a previous lease agreement that expired on July 1, 2005. The lease will commence on July 2, 2005, and extend through July 1, 2015. The contract is retroactive as this is the first renewal of a long-term fiber optic lease. SBC tried unsuccessfully to purchase an easement for this segment of the railroad right-of-way. SBC then expressed an interest in renewing the original lease of this portion of the railroad corridor. This did not allow sufficient time for the new lease agreement to be processed prior to expiration of the lease. The revenue from this lease agreement will be \$330,565. The revenue will be deposited in the State Restricted Comprehensive Transportation Fund. Source of Funds: SBC Funds - \$330,565.

Purpose/Business Case: To provide revenue in exchange for the use of state-owned railroad right-of-way.
Benefit: Leasing a railroad corridor to SBC allows a more direct and cost-efficient means of providing fiber optic service to northern Michigan residents.
Funding Source: SBC Funds - \$330,565.
Commitment Level: The lease amount is based on fair market value.
Risk Assessment: Not performing this activity would result in the loss of revenue.
Cost Reduction: Not applicable.
Selection: N/A.
New Project Identification: This is a lease renewal.
Zip Code: 48909.

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

Amendatory Contract (2004-0321/A1) between MDOT and the Luce County Board of Commissioners will add the replacement of wiring and electrical vault equipment for the new lighting system and the installation of a fuel card access reader to the project and will increase the contract amount by \$8,172. The original contract provides for the rehabilitation of the lighting system on runway 11/29 at the Luce County Airport in Newberry, Michigan. The contract term remains unchanged, June 22, 2004, through June 21, 2024. The revised contract amount will be \$161,172. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$137,700	\$7,354	\$145,054
State Restricted Aeronautics Funds	\$ 7,650	\$ 408	\$ 8,058
Luce County Funds	\$ 7,650	\$ 410	\$ 8,060
Total	<u>\$153,000</u>	<u>\$8,172</u>	<u>\$161,172</u>

Purpose/Business Case: The amendment will cover the costs to replace the wiring and electrical vault equipment for the new lighting system and to install a fuel card access reader for the fuel system.
Benefit: The existing vault equipment is over twenty years old and failing. The upgrades to the electrical vault and the new wiring will enhance the new lighting system. The fuel card reader will provide pilots with the capability of self-fueling aircraft when an attendant is not available.
Funding Source: Federal Aviation Administration Funds - \$145,054; State Restricted Aeronautics Funds - \$8,058; Luce County Funds - \$8,060; Contract Total - \$161,172.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project would not be completed as planned, as the additional work is required to complete the project.

Cost Reduction: The construction 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: 49868.

241. *MULTI-MODAL (Aeronautics) - Pavement Management Services

Contract (2005-0383) between MDOT and Applied Pavement Technology, Inc., will provide state grant funds for the performance of airport pavement services statewide. The objective of the project is to update MDOT's current Airport Pavement Management System and to further the utilization of the system by developing airport pavement maintenance plans. This project will be performed in three phases over a three-year period, with each phase comprising services for approximately one-third of the airports included in the state system. The contract is based on one consultant completing one full cycle of all three phases. The contract will be amended at the end of each phase to add the specific airport studies and associated costs of the next phase. The contract will be in effect from the date of award through three years. The consultant will have from the date of award through one year to complete Phase 1 of the project. The amount for Phase 1 is \$184,563. Source of Funds: State Restricted Aeronautics Funds - \$184,563.

Purpose/Business Case: The project will provide detailed information as to the conditions of pavements at airports in Michigan. The consultant will also recommend a cost-effective methodology for the maintenance of good pavements at individual airports statewide. The project will be completed in three phases over a three-year period.

Benefit: The Federal Aviation Administration (FAA) requires that airports have a pavement preventative maintenance program in accordance with the federal Airport Improvement Program grant. This contract will result in the provision of Pavement Condition Index reports that detail individual airport pavement conditions and their projected rates of deterioration. This project will also result in the generation of an optimal airport pavement maintenance strategy for the specific airports included in the study.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If this contract is not awarded, current detailed pavement condition inventories will not be updated, and future funding will not be able to be optimally programmed to make use of the most cost-effective types of preventive maintenance of specific airport pavements. In addition, without the PCI information and preventive maintenance strategies, preventive maintenance methods may be overlooked, which could result in shortened useful pavements lives and increased overall rehabilitation costs.

Cost Reduction: The costs were negotiated and reduced.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

242. *MULTI-MODAL (Aeronautics) - Perimeter Fencing

Contract (2005-0466) between MDOT, the City of West Branch, and the Ogemaw County Board of Commissioners will provide federal and state grant funds for the construction of perimeter fencing in the terminal and hangar areas at the West Branch Community Airport in West Branch, 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 \$85,000. Source of Funds: FAA Funds (via block grant) - \$68,000; State Restricted Aeronautics Funds - \$14,875; West Branch/Ogemaw County Funds - \$2,125.

Purpose/Business Case: To provide for the construction of perimeter fencing in the terminal and hangar areas.

Benefit: Will provide increased security for the terminal and hangar areas.

Funding Source: FAA Funds (via block grant) - \$68,000; State Restricted Aeronautics Funds - \$14,875; West Branch/Ogemaw County Funds - \$2,125; Contract Total - \$85,000.

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 three bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48661.

243. MULTI-MODAL (Aeronautics) - Fencing

Contract (2005-0470) between MDOT and the Manistee County Board of Commissioners will provide state grant funds for the construction of security/animal control fencing at the Manistee County-Blacker Airport in Manistee, 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 \$591,000. Source of Funds: State Restricted Aeronautics Funds - \$531,900; Manistee County Funds - \$59,100.

Purpose/Business Case: To provide for the construction of security/animal control fencing.

Benefit: The fencing project will provide security for the airport by keeping people and animals who should not be on airport property off it. It will enhance the safety of both airport users and the general public.

Funding Source: State Restricted Aeronautics Funds - \$531,900; Manistee County Funds - \$59,100; Contract Total - \$591,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49660.

244. MULTI-MODAL (Aeronautics) - Fencing

Contract (2005-0471) between MDOT and the Mason County Board of Commissioners will provide state grant funds for the construction of security/animal control fencing at the Mason County Airport in Ludington, 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 \$405,000. Source of Funds: State Restricted Aeronautics Funds - \$364,500; Mason County Funds - \$40,500.

Purpose/Business Case: To provide for the construction of security/animal control fencing.

Benefit: The fencing project will provide security for the airport by keeping people and animals who should not be on airport property off it. It will enhance the safety of both airport users and the general public.

Funding Source: State Restricted Aeronautics Funds - \$364,500; Mason County Funds - \$40,500; Contract Total - \$405,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49431.

245. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements and Purchase of Equipment

Contract (2005-0476) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the airfield pavement markings, for the rehabilitation of a general aviation (GA) terminal access door, and for the purchase of snow removal equipment (sweeper) at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$335,536. Source of Funds: FAA Funds - \$318,759; State Restricted Aeronautics Funds - \$8,388; Marquette County Funds - \$8,389.

Purpose/Business Case: To provide for the rehabilitation of the airfield pavement markings, the rehabilitation of a GA terminal access door, and the purchase of snow removal equipment (SRE). The pavement marking has been recommended by the FAA inspector for areas of heavy usage, including runway 1/19, taxiways A, B, C, D, E, and F, and the terminal and general aviation aprons. The GA terminal access door is leaking and requires repair. The SRE sweeper will allow the airport to remove sand and other debris from the airfield pavement during the winter season.

Benefit: The project will increase the safety of the traveling public and will reduce the operational costs of the airport.

Funding Source: FAA Funds - \$318,759; State Restricted Aeronautics Funds - \$8,388; Marquette County Funds - \$8,389; Contract Total - \$335,536.

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

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

Cost Reduction: The pavement markings will be bid through MDOT and awarded to the lowest bidder. The GA terminal access door and SRE sweeper will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This work is rehabilitation and routine maintenance. The SRE sweeper is new equipment.

Zip Code: 49841.

246. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0477) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide state grant funds for airport crack sealing at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; NRAC Funds - \$5,000

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

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

Funding Source: State Restricted Aeronautics Funds - \$5,000; NRAC Funds - \$5,000; Contract Total \$10,000.

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

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49686.

247. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2005-0488) between MDOT and the Village of Kalkaska will provide state grant funds for airport pavement marking at the Kalkaska Airport in Kalkaska, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$2,500. Source of Funds: State Restricted Aeronautics Funds - \$1,250; Village of Kalkaska Funds - \$1,250.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. The marking indicates the centers and edges of runways, taxiways, and aprons, as well as where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$1,250; Village of Kalkaska Funds - \$1,250; Contract Total - \$2,500.

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 government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49646.

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

Contract (2005-0489) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the upgrade of the interior insulation and electrical system for hangar 665, the installation of tail dock assemblies for hangar 664, and the undertaking of a water system study at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,105,263. Source of Funds: FAA Funds - \$1,050,000; State Restricted Aeronautics Funds - \$27,631; Marquette County Funds - \$27,632.

Purpose/Business Case: To provide for the upgrade of the interior insulation and electrical system for hangar 665, the installation of tail dock assemblies for hangar 664, and the undertaking of a water system study.

Benefit: The interior insulation and electrical system improvements for hangar 665 will improve heat retention and modernize the existing electrical system. The installation of the tail dock assemblies will allow for improved aircraft maintenance. The water system study will provide an evaluation of the existing water system to help determine the appropriate improvements.

Funding Source: FAA Funds - \$1,050,000; State Restricted Aeronautics Funds - \$27,631; Marquette County Funds - \$27,632; Contract Total - \$1,105,263.

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

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

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

Selection: N/A.

New Project Identification: This project will provide for the replacement and upgrade of existing facilities.

Zip Code: 49841.

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

Contract (2005-0490) between MDOT and the Delta County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Delta County Funds - \$2,778.

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

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

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

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

Risk Assessment: If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they cannot afford to complete the project without state assistance.

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

Selection: N/A.

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

Zip Code: 49938.

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

Contract (2005-0491) between MDOT and the Dickinson County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Dickinson County Funds- \$2,778.

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

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

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

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

Risk Assessment: If the contract is not awarded, certain awareness (marketing/advertising) activities will not be accomplished by the local airport, as they cannot afford to complete the project without state assistance.

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

Selection: N/A.

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

Zip Code: 49801.

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

Contract (2005-0492) between MDOT and the Muskegon County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Muskegon County Airport in Muskegon, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Muskegon County Funds - \$2,778.

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

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

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

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

*Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they cannot afford to complete the project without state assistance.

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

Selection: N/A.

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

Zip Code: 49441.

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

Contract (2005-0493) between MDOT and the Emmet County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Pellston Regional Airport, in Pellston, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Emmet County Funds - \$2,778.

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

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

Funding Source: State Restricted Aeronautics Funds - \$25,000; Emmet County Funds - \$2,778. Contract total - \$27,778.

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

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

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

Selection: N/A.

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

Zip Code: 49769.

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

Contract (2005-0494) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Chippewa County International Airport in Sault Ste Marie, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; EDCCC Funds - \$2,778.

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

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

Funding Source: State Restricted Aeronautics Funds - \$25,000; EDCCC Funds - \$2,778. Contract total - \$27,778.

*Denotes a non-standard contract/amendment

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

Risk Assessment: If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they cannot afford to complete the project without state assistance.

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

Selection: N/A.

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

Zip Code: 49788.

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

Contract (2005-0495) between MDOT and the Gogebic County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Gogebic-Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Gogebic County Funds - \$2,778.

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

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

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

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

Risk Assessment: If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they cannot afford to complete the project without state assistance.

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

Selection: N/A.

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

Zip Code: 49938.

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

Contract (2005-0496) between MDOT and the Marquette County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Sawyer International Airport in Gwinn, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Marquette County Funds - \$2,778

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

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

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

*Denotes a non-standard contract/amendment

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

Risk Assessment: If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they cannot afford to complete the project without state assistance.

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

Selection: N/A.

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

Zip Code: 49841.

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

Contract (2005-0497) between MDOT and the Manistee County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Manistee County-Blacker Airport in Manistee, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Manistee County Funds - \$2,778.

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

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

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

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

Risk Assessment: If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they cannot afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for projects of this type. Since that time, grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community. Manistee County – Blacker Airport is receiving a \$25,000 grant this year because it is a Essential Air Service airport with potential to lose its scheduled air service. We are trying to encourage the use of the airport.

Selection: N/A.

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

Zip Code: 49660.

257. MULTI-MODAL (Aeronautics) - Runway Safety Area Improvements

Contract (2005-0498) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide federal and state grant funds for improvements to the runway safety area on runway 18/36 at the Cherry Capital Airport in Traverse City, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$927,000. Source of Funds: FAA Funds - \$880,650; State Restricted Aeronautics Funds - \$23,175; NRAC Funds - \$23,175.

Purpose/Business Case: To provide for improvements to the runway safety area on runway 18/36, in accordance with FAA standard requirements.

Benefit: Will enhance the safety of the airport by providing a larger and smoother area for aircraft to regain control and stop, if out of control.

Funding Source: FAA Funds - \$880,650; State Restricted Aeronautics Funds - \$23,175; NRAC Funds - \$23,175; Contract Total - \$927,000.

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

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49686.

258. MULTI-MODAL (Aeronautics) - Construct Airport Improvements and Purchase Vehicle

Contract (2005-0503) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide federal and state grant funds for the construction of animal control fencing, the installation of auxiliary windcones, the upgrade of the runway sensors system, and the replacement of an aircraft rescue and fire fighting (ARFF) vehicle at the Cherry Capital Airport in Traverse City, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,600,000. Source of Funds: FAA Funds - \$1,520,000; State Restricted Aeronautics Funds - \$40,000; NRAC Funds - \$40,000.

Purpose/Business Case: To provide for the construction of animal control fencing, the installation of auxiliary windcones, the upgrade of the runway sensors system, and the replacement of an ARFF vehicle.

Benefit: The project is required to meet FAA performance criteria as well as to improve safety for the flying public.

Funding Source: FAA Funds - \$1,520,000; State Restricted Aeronautics Funds - \$40,000; NRAC Funds - \$40,000; Contract Total - \$1,600,000.

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

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

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

Selection: N/A.

New Project Identification: The ARFF vehicle, fence, and runway sensors will replace existing facilities. The windcones will be new.

Zip Code: 49686.

259. MULTI-MODAL (Aeronautics) - Airport Improvements

Contract (2005-0512) between MDOT and the Emmet County Board of Commissioners will provide federal and state grant funds for the purchase of land; the purchase of snow removal equipment (plow truck with sander); the design of an entrance road, tenant access road, and terminal expansion (with water tank expansion); and the update of an airport layout plan at the Pellston Regional Airport in Pellston, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,251,450. Source of Funds: FAA Funds - \$1,182,000; State Restricted Aeronautics Funds - \$31,100; Emmet County Funds - \$38,350.

Purpose/Business Case: To provide for the purchase of land; the purchase of snow removal equipment (plow truck with sander); the design of an entrance road, tenant access road, and terminal expansion (with water tank expansion); and the update of an airport layout plan.

Benefit: The land is needed to allow for parking lot expansion and the access road. The relocation of the entrance road and tenant access road will improve traffic flow in and out of the terminal area. The design for the passenger terminal building expansion will provide the bidding documents necessary for next year's construction. The replacement of the plow truck will reduce maintenance costs while meeting FAA standards for snow removal. The airport layout plan will update the existing document to meet current FAA standards.

Funding Source: FAA Funds - \$1,182,000; State Restricted Aeronautics Funds - \$31,100; Emmet County Funds - \$38,350; Contract Total - \$1,251,450.

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

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

Cost Reduction: Consultant contracts and bidding documents are reviewed by MDOT personnel for appropriateness and further cost reductions. Construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The land and entrance road are needed to complete an existing project. The plow truck will replace an existing vehicle. The ALP will update an existing document.

Zip Code: 49769.

260. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0515) between MDOT and the City of White Cloud will provide federal and state grant funds for the land acquisition costs of parcels E6 through E14 and parcel 15 at the White Cloud Airport in White Cloud, 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 \$92,000. Source of Funds: FAA Funds (via block grant) - \$73,600; State Restricted Aeronautics Funds - \$16,100; City of White Cloud Funds - \$2,300.

Purpose/Business Case: To provide for the land acquisition costs of parcels E6 through E14 and parcel 15, including property surveys, environmental documentation, appraisals and appraisal reviews, negotiations, and closing costs. Additional land is needed for a runway extension project and approach protection.

Benefit: By acquiring the additional land, the airport will ensure clear approaches and maintain safety by controlling the properties inside the runway protection zones and limiting any building obstructions inside the building restriction areas.

Funding Source: FAA Funds (via block grant) - \$73,600; State Restricted Aeronautics Funds - \$16,100; City of White Cloud Funds - \$2,300; Contract Total - \$92,000.

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 was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: Additional land is needed for an existing project.

Zip Code: 49349.

261. MULTI-MODAL (Aeronautics) - Rehabilitation of Runway

Contract (2005-0517) between MDOT and the Tuscarora Township will provide state grant funds for the rehabilitation of a portion of runway 10/28 at the Calvin Campbell Airport in Indian River, 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 \$70,000. Source of Funds: State Restricted Aeronautics Funds - \$63,000; Tuscarora Township Funds - \$7,000.

Purpose/Business Case: To provide for the rehabilitation of a portion of runway 10/28.

Benefit: Will extend the useful life of the runway and enhance the safety of airport users.

Funding Source: State Restricted Aeronautics Funds - \$63,000; Tuscarora Township Funds - \$7,000; Contract Total - \$70,000.

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 construction will be let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is rehabilitation of an existing facility.

Zip Code: 49749.

262. MULTI-MODAL (Aeronautics) - Design Engineering

Contract (2005-0519) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the analysis of drainage alternatives and soil borings for a wetland permit (using the HECRAS model) at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$45,000. Source of Funds: FAA Funds (via block grant) - \$36,000; State Restricted Aeronautics Funds - \$7,875; SMRAA Funds - \$1,125.

Purpose/Business Case: The project is within the scope of the preliminary engineering for the runway safety area improvements and extension of the runway. The consultant will analyze drainage alternatives and soil borings for the wetland permit required by the Michigan Department of Environmental Quality, using the HECRAS model. The

HECRAS is a one-dimensional hydraulic model system used to compute water surface profiles, including erosion caused by changing the flow/orientation of the stream.

Benefit: The initial benefit is to provide detailed information for the optimum mitigation measure for stream relocation identified in the environmental process. The ultimate benefit will be clear and safe runway safety areas as well as a finished runway, which has limited safety areas and length.

Funding Source: FAA Funds (via block grant) - \$36,000; State Restricted Aeronautics Funds - \$7,875; SMRAA 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 further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

263. *MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Memorandum of Understanding (MOU) (2005-0520) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the construction of runway safety area improvements for runway 8/26 and part 77 corrections and for clearing and/or trimming of trees within the part 77 surfaces at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through twenty years to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$310,000. Source of Funds: FAA Funds (via block grant) - \$248,000; State Restricted Aeronautics Funds - \$62,000.

Purpose/Business Case: To provide for the construction of runway safety area improvements for runway 8/26 and part 77 corrections and clearing and/or trimming of trees within the part 77 surfaces.

Benefit: The runway safety area improvements and part 77 corrections, including tree clearing and/or trimming, will provide for the removal of penetrations within these areas.

Funding Source: FAA Funds (via block grant) - \$248,000; State Restricted Aeronautics Funds - \$62,000; MOU Total - \$310,000.

Commitment Level: The MOU is for a fixed cost.

Risk Assessment: If the MOU is not awarded, the project may not proceed as planned, as the MISPC 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. All consultant contracts are reviewed by MDOT personnel for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: The work is rehabilitation and corrections to existing facilities.

Zip Code: 49757.

264. MULTI-MODAL (Aeronautics) – Construction of Helistop

Contract (2005-0522) between MDOT and the City of Marshall will provide federal and state grant funds for the construction of a helistop at the Brooks Field in Marshall, 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 \$165,000. Source of Funds: FAA Funds (via block grant) - \$132,000; State Restricted Aeronautics Funds - \$28,874; City of Marshall Funds - \$4,126.

*Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the construction of a helistop. The City of Marshall proposed this helistop to condense the current three air ambulance operators.

Benefit: Centralizing the helicopter operations will minimize community impacts in the areas adjacent to the hospitals.

Funding Source: FAA Funds (via block grant) - \$132,000; State Restricted Aeronautics Funds - \$28,874; City of Marshall Funds - \$4,126; Contract Total - \$165,000.

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 eight bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49068.

265. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0523) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide federal and state grant funds for the land acquisition consultant costs for parcels E34, E35, E36, E37, E38, and E39 at the South Haven Area Regional Airport in South Haven, 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 \$34,000. Source of Funds: FAA Funds (via block grant) - \$27,200; State Restricted Aeronautics Funds - \$5,950; SHARAA Funds - \$850.

Purpose/Business Case: To provide for the land acquisition consultant costs for parcels E34, E35, E36, E37, E38, and E39, including title work, preliminary interviews, appraisals and appraisal reviews, negotiations, and closings. The land is needed in order to maintain a safe approach to the airport that is free of existing or future obstructions.

Benefit: Will enhance the safety of the airport users and the public.

Funding Source: FAA Funds (via block grant) - \$27,200; State Restricted Aeronautics Funds - \$5,950; SHARAA Funds - \$850; Contract Total - \$34,000.

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 was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

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

Zip Code: 49090.

266. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0524) between MDOT and the City of Battle Creek will provide federal and state grant funds for the land acquisition costs of parcel 150, including land appraisal and a relocation plan at the W. K. Kellogg Airport in Battle Creek, 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 \$22,000. Source of Funds: FAA Funds (via block grant) - \$17,600; State Restricted Aeronautics Funds - \$3,850; City of Battle Creek Funds - \$550.

Purpose/Business Case: To provide for the land acquisition costs of parcel 150, including land appraisal and a relocation plan.

Benefit: The completion of an appraisal and the relocation plan will allow the airport and MDOT to accurately identify the resources and funding requirements necessary to acquire and relocate the owners and tenants of parcel 150 (commonly known as the Kellogg hangar).

Funding Source: FAA Funds (via block grant) - \$17,600; State Restricted Aeronautics Funds - \$3,850; City of Battle Creek Funds - \$550; Contract Total - \$22,000.

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

Selection: N/A.

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

Zip Code: 49015.

267. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0525) between MDOT and the Village of Sparta will provide federal and state grant funds for the land acquisition costs for parcels 5, 6, 12, 29, 34 through 37, 43 through 49, 51, 53, 56, 60, 65 through 68, 86, 88, and 106 at the Paul C. Miller-Sparta Airport in Sparta, 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 \$414,675. Source of Funds: FAA Funds (via block grant) - \$331,740; State Restricted Aeronautics Funds - \$72,568; Village of Sparta Funds - \$10,367.

purpose/Business Case: To provide for the land acquisition costs for parcels 5, 6, 12, 29, 34 through 37, 43 through 49, 51, 53, 56, 60, 65 through 68, 86, 88, and 106. The costs include parcel, relocation, and closing costs. The land is needed in order to maintain a safe approach to the airport that is free of existing or future obstructions.

Benefit: Will enhance the safety of the airport users and the public.

Funding Source: FAA Funds (via block grant) - \$331,740; State Restricted Aeronautics Funds - \$72,568; Village of Sparta Funds - \$10,367; Contract Total - \$414,675.

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

Selection: N/A.

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

Zip Code: 49345.

*Denotes a non-standard contract/amendment

268. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0527) between MDOT and the City of Hillsdale will provide federal and state grant funds for the land acquisition costs of parcels 6 through 11, 36, 40, 41, 42, 44, 45, 47 through 58, 62, 72, and 74 at the Hillsdale Municipal Airport in Hillsdale, 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 \$210,000. Source of Funds: FAA Funds (via block grant) - \$168,000; State Restricted Aeronautics Funds - \$36,750; City of Hillsdale Funds - \$5,250.

Purpose/Business Case: To provide for the land acquisition costs of parcels 6 through 11, 36, 40, 41, 42, 44, 45, 47 through 58, 62, 72, and 74. The costs include phase 1 environmental site assessment (ESA), appraisal and appraisal review, acquisition and closing costs, and exhibit A. The land is needed in order to maintain a safe approach to the airport that is free of existing or future obstructions.

Benefit: Will enhance the safety of the airport users and the public.

Funding Source: FAA Funds (via block grant) - \$168,000; State Restricted Aeronautics Funds - \$36,750; City of Hillsdale Funds - \$5,250; Contract Total - \$210,000.

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 was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

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

Zip Code: 49242.

269. MULTI-MODAL (Aeronautics) – Purchase of Equipment

Contract (2005-0529) between MDOT and the City of Charlevoix will provide federal and state grant funds for the purchase of snow removal equipment at the Charlevoix Municipal Airport in Charlevoix, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$478,947. Source of Funds: FAA Funds - \$455,000; State Restricted Aeronautics Funds - \$11,973; City of Charlevoix Funds - \$11,974.

Purpose/Business Case: To provide for the purchase of snow removal equipment, including front-end loader, plow truck, and blower.

Benefit: This air passenger airport is subject to snow removal rate requirements for critical pavements. The new equipment will allow the airport to meet these requirements and to maintain the level of safety required.

Funding Source: FAA Funds - \$455,000; State Restricted Aeronautics Funds - \$11,973; City of Charlevoix Funds - \$11,974; Contract Total - \$478,947.

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

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

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

Selection: N/A.

New Project Identification: The snow blower is replacing existing equipment. The plow truck and loader will be new equipment. The percentage of new equipment is 65 percent.

Zip Code: 49720.

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

Contract (2005-0534) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of development projects, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$1,976,563. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or September 2015, whichever is later.

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

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

Funding Source: 100 % FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 80 percent FAA funds with the remaining percentage divided between state and local funds. The costs for the sub-grants will be based on cost estimates, fixed costs, or competitive bids.

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

Cost Reduction: The grant amount is not negotiable.

Selection: N/A.

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

Zip Code: 48909.

271-282. TRANSPORTATION PLANNING - Master Planning Agreements

The following project authorizations issued under master planning agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from October 1, 2005, through September 30, 2006. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Transit Administration Funds and 18.15% local agency funds

	<u>Contract/Auth #</u>	<u>Metropolitan Planning Organization</u>	<u>Amount</u>	<u>Zip Code</u>
271.	2006-0001/Z1	Battle Creek Area Transportation Study	\$166,586	49015
272.	2006-0002/Z1	Bay County Board of Commissioners	\$171,045	48708
273.	2006-0003/Z1	Genesee Co. Metropolitan Planning Comm.	\$651,357	48502
274.	2006-0004/Z1	Grand Valley Metropolitan Council	\$771,426	49503
275.	2006-0005/Z1	Kalamazoo Area Transportation Study	\$363,857	49001
276.	2006-0006/Z2	Macatawa Area Coordinating Council	\$158,133	49424
277.	2006-0007/Z1	Region 2 Planning Commission	\$175,676	49201
278.	2006-0008/Z1	Saginaw County Metropolitan Planning Commission	\$179,889	48602
279.	2006-0010/Z1	Southwestern Michigan Commission	\$140,700	49022
280.	2006-0010/Z3	Southwestern Michigan Commission	\$ 77,873	49022
281.	2006-0011/Z1	Tri-County Regional Planning Commission	\$387,206	48910
282.	2006-0012/Z1	W. Mich. Shoreline Reg. Develop. Comm.	\$233,756	49443

*Denotes a non-standard contract/amendment

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

Benefit: Will provide for funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Transit Administration Funds (Section PL112) and 18.15% local agency funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Programs (UWP) for the MPOs 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 the federal regulations cited above could result in the decertification of MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

Selection: N/A.

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: See list above.

283-292. TRANSPORTATION PLANNING - Master Planning Agreements

The following project authorizations issued under master agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect October 1, 2005, through September 30, 2006. The terms of the master agreements are October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Transit Administration Funds and 20% local agency funds.

	<u>Contract/Auth #</u>	<u>Metropolitan Planning Organization</u>	<u>Amount</u>	<u>Zip Code</u>
283.	2006-0001/Z2	Battle Creek Area Transportation Study	\$ 35,574	49015
284.	2006-0002/Z2	Bay County Board of Commissioners	\$ 38,825	48708
285.	2006-0003/Z2	Genesee County Metropolitan Planning Commission	\$332,383	48502
286.	2006-0004/Z2	Grand Valley Metropolitan Council	\$204,798	49503
287.	2006-0005/Z2	Kalamazoo Area Transportation Study	\$242,838	49001
288.	2006-0006/Z3	Macatawa Area Coordinating Council	\$ 33,034	49424
289.	2006-0007/Z2	Region 2 Planning Commission	\$ 32,747	49201
290.	2006-0008/Z2	Saginaw County Metropolitan Planning Commission	\$ 44,973	48602
291.	2006-0011/Z2	Tri-County Regional Planning Commission	\$102,756	48910
292.	2006-0012/Z2	West Michigan Shoreline Regional Development Commission	\$ 38,494	49443

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

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 80% Federal Highway Administration Funds (Section 5303) and 20% local agency funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Programs (UWP) for the MPOs 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.

*Denotes a non-standard contract/amendment

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

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

Selection: N/A.

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: See list above.

293. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z4) issued under Master Planning Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update and maintenance of the Congestion Management System for GVMC member agencies using the information collected by the consultant. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$60,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds (STPU) and 18.15% GVMC Funds.

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

Risk Assessment: Failure to comply with the federal regulations 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 costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49503.

294. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization (Z5) issued under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This project will provide for the update and maintenance of the regional Geographic Information System (GIS) for the Grand Rapids Metropolitan Planning Organization. The authorization will be in effect from date of award through September 30, 2006. The authorization amount will be \$45,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

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

Funding Source: 81.85% Federal Highway Administration Funds (STPU) and 20% GVMC Funds.

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

Risk Assessment: Failure to comply with the federal regulations 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 costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49503.

295. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization (Z6) issued under Master Planning Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The project will allow the local units of government to develop pavement maintenance strategies. The authorization will be in effect from date of award through September 30, 2006. The authorization amount will be \$210,605. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds (STPU) and 18.15% GVMC Funds.

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

Risk Assessment: Failure to comply with the federal regulations 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 costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49503.

296. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z4) issued under Master Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the testing of various development scenarios for impacts on transportation network. This work will be conducted by the Metropolitan Planning Organization (MPO) staff within the Metro Area boundary and is described and funded in the FY 2006 Unified Work Program for Holland and the FY 2006-2008 Transportation Improvement Program. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$70,000. The term of the Master Agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

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

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds (STPU) and 18.15% MACC Funds.

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

Risk Assessment: Failure to comply with the federal regulations 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 costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49424.

297. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z5) issued under Master Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the undertaking of traffic counts and other necessary items for the Highway Performance Monitoring System (HPMS), including retaining a consultant to assist in acquiring traffic counts, on an as-needed basis. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$25,657. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

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

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds (STPU) and 18.15% MACC Funds.

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

Risk Assessment: Failure to comply with the federal regulations 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 costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 49424.

298-310. TRANSPORTATION PLANNING - Pavement Surface Evaluation and Rating

The following project authorizations issued under master planning agreements between MDOT and the following agencies will provide for the undertaking of Pavement Surface Evaluation and Rating (PASER) ratings for all federal-aid eligible roads, as required by Public Act 499 of 2002. This activity will provide the State Transportation Commission and the legislature with several reports that will describe the conditions of public roads and bridges in the state, the amount of money being expended on the roads each year, and the projects intended to be built over the upcoming three years. The authorizations will be in effect from October 1, 2005, through September 30, 2006. The terms of the master agreements are October 1, 2005, through September 30, 2008. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Contract #</u>	<u>Agency</u>	<u>Amount</u>	<u>Zip Code</u>
298.	2006-0009/Z1	Southeast Michigan Council of Governments	\$135,680	48226
299.	2006-0013/Z3	Central Upper Peninsula Planning & Development Regional Commission	\$40,471	49829
300.	2006-0014/Z3	East Central Michigan Planning & Development Regional Commission	\$115,995	48602
301.	2006-0016/Z2	G-L-S Region V Planning and Development Commission	\$39,423	48502
302.	2006-0017/Z3	Northeast Michigan Council of Governments	\$37,916	49735
303.	2006-0018/Z4	Northwest Michigan Council of Governments	\$61,316	49685
304.	2006-0019/Z2	Region 2 Planning Commission	\$37,940	49201
305.	2006-0020/Z2	Southcentral Michigan Planning Council	\$53,162	49081
306.	2006-0021/Z3	Southwestern Michigan Commission	\$37,030	49022
307.	2006-0022/Z2	Tri-County Regional Planning Commission	\$33,786	48910
308.	2006-0023/Z2	West Michigan Regional Planning Commission	\$82,467	49503
309.	2006-0024/Z2	West Michigan Shoreline Regional Development Commission	\$39,762	49443
310.	2006-0025/Z2	Western Upper Peninsula Planning and Development Regional Commission	\$34,867	49931

Purpose/Business Case: Act 499 of the Public Acts of 2002 mandated a statewide asset management process and created a Transportation Asset Management Council (TAMC). The TAMC answers directly to the State Transportation Commission and the legislature. Section 4 of the law requires metropolitan planning organizations and regional planning agencies to provide technical assistance to the TAMC. The law does not define "technical assistance." The TAMC has identified technical assistance as providing a coordinating function for the collection of roadway condition data, providing asset management training to local agencies, conducting pilot studies on behalf of the TAMC, and assisting in the development of the TAMC's annual report and multi-year program. Each agency will be responsible for providing this information to the TAMC.

Benefit: Will provide the State Transportation Commission and the legislature with several reports describing the condition of public roads and bridges in the state, the amount of money being expended on those roads each year, and upcoming projects for the next three years.

Funding Source: 100% Statewide Restricted Michigan Transportation Funds (an annual appropriation from the legislature to the State Transportation Commission).

*Denotes a non-standard contract/amendment

Commitment Level: The costs are based upon previous year's activities undertaken by the agencies. Agencies will be paid for the actual costs incurred.

Risk Assessment: If the authorizations are not awarded, the requirements of Act 499 will not be met.

Cost Reduction: These are ongoing activities. The cost is the same as in previous years. There is no increase anticipated.

Selection: N/A.

New Project Identification: These are ongoing activities.

Zip Code: See list above.

311. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z2) issued under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for continuation of the Congestion Mitigation/Air Quality program. The original grant was awarded in fiscal year 2004. This project will inform educators of the importance of ground-level ozone as it relates to general air quality and will provide materials for use in the classroom, will encourage businesses and corporations to participate and to help communicate the message, and will provide opportunities and avenues for local governments to engage their communities. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$34,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% 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 transportation planning activities.

Benefit: Will provide for funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

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

Risk Assessment: Failure to comply with the federal regulations 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 costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 48226.

312. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z3) issued under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for three planning coordination activities from SEMCOG's FY 2005-2006 Unified Work Program: project status coordination for the Transportation Improvement Program, project assistance/model application assistance, and contract management of various transportation planning grants. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$339,082. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% 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 transportation planning activities.

Benefit: Will provide for funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

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

Risk Assessment: Failure to comply with the federal regulations 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 costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 48226.

313. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z4) issued under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for an economic analysis of the impact of the Five-Year Transportation Program and other special projects. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$290,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% 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 transportation planning activities.

Benefit: Will provide for funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

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

Risk Assessment: Failure to comply with the federal regulations 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 costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 48226.

314. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z3) issued under Master Planning Agreement (2006-0011) between MDOT and the Tri-County Regional Planning Commission will provide for the undertaking of services for air quality conformity, travel forecasting, social/economic data, and modeling. This authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$225,500. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

Risk Assessment: Failure to comply with the federal regulations 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 costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

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

Zip Code: 48910.

315-327. TRANSPORTATION PLANNING - Master Planning Agreements

The following project authorizations issued under master agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from October 1, 2005, through September 30, 2006. The terms of the master agreements are October 1, 2005, through September 30, 2008. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Contract/Auth #</u>	<u>Regional Planning Organization</u>	<u>Amount</u>	<u>Zip Code</u>
315.	2006-0013/Z1	Central Upper Peninsula Planning & Development Commission	\$39,000	48929
316.	2006-0014/Z1	East Central Michigan Planning & Development Regional Commission	\$39,000	48602
317.	2006-0015/Z1	Eastern Upper Peninsula Regional Planning & Development Commission	\$36,000	49783
318.	2006-0016/Z1	G-L-S Region V Planning & Development Commission	\$34,000	48502
319.	2006-0017/Z1	Northeast Michigan Council of Governments	\$40,000	49735
320.	2006-0018/Z1	Northwest Michigan Council of Governments	\$37,000	49685
321.	2006-0019/Z1	Region 2 Planning Commission	\$38,000	49201
322.	2006-0020/Z1	Southcentral Michigan Planning Council	\$34,000	49081
323.	2006-0021/Z1	Southwestern Michigan Commission	\$38,700	49022
324.	2006-0022/Z1	Tri-County Regional Planning Commission	\$40,100	48910

*Denotes a non-standard contract/amendment

	<u>Contract/Auth #</u>	<u>Regional Planning Organization</u>	<u>Amount</u>	<u>Zip Code</u>
325.	2006-0023/Z1	West Michigan Regional Planning Commission	\$37,000	49503
326.	2006-0024/Z1	West Michigan Shoreline Regional Development Commission	\$38,000	49443
327.	2006-0025/Z1	Western UP Planning & Development Regional Commission	\$38,000	49931

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

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

Funding Source: 100% State Restricted Michigan Transportation Funds.

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

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

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

Selection: N/A.

New Project Identification: These are continuing projects.

Zip Code: See list above.

328. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z2) issued under Master Agreement (2006-0013) between MDOT and the Central Upper Peninsula Planning & Development Regional Commission will provide for implementation of the Heritage Route Corridor Management Plan for M-35. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activities, and new businesses and to provide a vision for the future. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

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

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

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

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

Selection: N/A.

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

Zip Code: 49829.

329. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z2) issued under Master Agreement (2006-0014) between MDOT and the East Central Michigan Planning & Development Regional Commission will provide for implementation of the Heritage Route Corridor management plan for M-15. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activities, and new businesses and to provide a vision for the future. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

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

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

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

Selection: N/A.

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

Zip Code: 48602.

330. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z3) issued under Master Agreement (2006-0015) between MDOT and the Eastern Upper Peninsula Regional Planning & Development Commission will provide for implementation of the Heritage Route Corridor management plan for M-123. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activities, and new businesses and to provide a vision for the future. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

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

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

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

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

Selection: N/A.

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

Zip Code: 49783.

331. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z2) issued under Master Agreement (2006-0017) between MDOT and the Northeast Michigan Council of Governments will provide for implementation of the Heritage Route Corridor management plan for US-23. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activities, and new businesses and to provide a vision for the future. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$53,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

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

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

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

Selection: N/A.

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

Zip Code: 49735.

332. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z2) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for implementation of the Heritage Route Corridor Management Plan for M-22. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activities, and new businesses and to provide a vision for the future. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

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

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

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

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

Selection: N/A.

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

Zip Code: 49685.

333. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z2) under Master Agreement (2006-0021) between MDOT and the Southwestern Michigan Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-12. The project will include the development of processes, criteria, recommendations, and plans for the reconciliation of effective land use with the resolution of transportation issues along US-12. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$53,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

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

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

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

Selection: N/A.

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

Zip Code: 49022.

339. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508007
 PROJECT NH 47014-81587, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2006

ENG. EST.
 \$ 1,023,896.34 \$
 LOW BID
986,321.78
 % OVER/UNDER EST.
 -3.67 %

Bridge deck resurfacing, railing replacement, zone painting of existing structural steel, concrete beam repair, substructure patching repairs, and approach work on US-23 under Clyde Road and US-23 under White Lake Road, Livingston County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 986,321.78	Same	1 **
J. Slagter & Son Construction Co.	\$ 1,025,571.79	Same	2
C.A. Hull Co., Inc.	\$ 1,071,155.72	Same	3
Anlaan Corporation	\$ 1,214,735.15	Same	4
Structural Preservation Systems			
Abhe & Svoboda, Inc.			
Midwest Bridge Company			

4 Bidders

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

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

Funding Source:

81587A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
81590A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48353.

343. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508040
 PROJECT NHG 82900-73973-2
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JANUARY 20, 2006

ENG. EST. LOW BID
 \$ 1,374,392.08 \$ 1,372,107.75

% OVER/UNDER EST.
 -0.17 %

Traffic signal upgrading and modernization at 23 locations on M-85, US-12, M-3 in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 1,372,107.75	Same	1 **
Posen Construction, Inc.	\$ 1,483,599.37	Same	2
Motor City Electric Utilities Co.	\$ 1,601,611.36	Same	3
Metropolitan Power & Lighting, Inc.			
Trans Tech Electric Limited Part.			
J. Ranck Electric, Inc.			

3 Bidders

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

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

Funding Source:

73973A

Federal Highway Administration Funds 100 %

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

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

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

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48216.

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new Federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

Selection: Low bid.

New Project Identification: New Construction

Zip Code: 48118.

349. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508050 \$ ENG. EST. 76,945.28 \$ LOW BID 84,442.84
 PROJECT M 13042-80279, ETC
 LOCAL AGRMT. 05-5317 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2005 9.74 %

Enlarge 3 park and ride lots and resurface 1 existing lot on I-94BL (Michigan Avenue) at I-69, Columbia Avenue at the I-94 interchange and I-94 at M-294 (Beadle Lake Road) in the city of Battle Creek, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peters Construction Co.	\$ 84,442.84	Same	1 **
Burkett Excavating	\$ 85,479.70	Same	2
Kamminga & Roodvoets, Inc.	\$ 85,642.90	Same	3
Nashville Construction Company	\$ 91,788.20	Same	4
Hoffman Bros., Inc.	\$ 92,617.70	Same	5
C & D Hughes, Inc.	\$ 123,527.20	Same	6
Weick Bros., Inc.			
Balkema Excavating, Inc.			
Michigan Paving & Materials Co.			

6 Bidders

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

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

80279A	State Restricted Trunkline Funds	100	%
83107A	Federal Highway Administration Funds	100	%
83108A	Federal Highway Administration Funds	100	%

*Denotes a non-standard contract/amendment

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

Risk Assessment: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49068.

350. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508051 \$ ENG. EST. \$ LOW BID
 PROJECT M 54032-79703 \$ 180,399.44 \$ 153,311.85
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - OCTOBER 17, 2005
 COMPLETION DATE - OCTOBER 22, 2005 -15.02 %

1.94 mi of hot mix asphalt cold milling and resurfacing on M-66, from north of 17 Mile Road northerly to south of 19 Mile Road, Mecosta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 153,311.85	Same	1 **
Central Asphalt, Inc.	\$ 159,023.02	Same	2
Elmer's Crane & Dozer, Inc.			

2 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

79703A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49305.

355. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508060 \$ ENG. EST. 327,795.68 \$ LOW BID 265,597.65
 PROJECT M 59041-51106
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - OCTOBER 17, 2005
 COMPLETION DATE - NOVEMBER 05, 2005 -18.97 %

2.75 mi of hot mix asphalt cold milling and resurfacing on M-82 from east of the Newaygo/Montcalm county line easterly to east of the northbound US-131 entrance ramp, Montcalm County.

A 2005 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 265,597.65	Same	1 **
Michigan Paving & Materials Co.	\$ 312,777.00	Same	2
Central Asphalt, Inc.	\$ 329,009.50	Same	3
Aggregate Industries-Central Region	\$ 355,555.75	Same	4

4 Bidders

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

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

Funding Source:

51106A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49329.

363. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508068 \$ ENG. EST. 87,912.35 \$ LOW BID 78,504.00
 PROJECT M 09101-M40503
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 06, 2005
 COMPLETION DATE - NOVEMBER 30, 2005 -10.70 %

250 ft of concrete floor placement in an 8' X 6' concrete slab culvert, channel excavation, steel reinforcement, plain rip rap and other drainage improvements on US-10 at the Kindell Drain, east of Carter Road, Bay County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 78,504.00	Same	1 **
Heystek Contracting Inc.	\$ 83,431.00	Same	2
Fisher Contracting Company	\$ 99,497.00	Same	3
Miller Development, Inc.			
John Henry Excavating, Inc.			
Bourdow Trucking Company			
J.E. Kloote Contracting, Inc.			
C.A. Hull Co., Inc.			
Rohde Brothers Excavating, Inc.			
Davis Construction, Inc.			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
Rieth-Riley Construction Co., Inc.			
Walter Toebe Construction Co.			
Midwest Bridge Company			
Manigg Enterprises, Inc.			
3-S Construction, Inc.			

3 Bidders

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

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

Funding Source:

M40503

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48611.

367. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508072 \$ ENG. EST. LOW BID
 PROJECT M 08052-M50569 \$ 81,024.50 \$ 74,437.44
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 14, 2005 -8.13 %

0.85 mi of hot mix asphalt shoulder resurfacing on M-66 from north of M-50 northerly to just south of Eaton Highway, Barry and Eaton Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 74,437.44	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 107,020.42	Same	2

2 Bidders

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

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

Funding Source:

M50569

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48890.

368. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508073
 PROJECT M 38102-M60534
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2006

ENG. EST. \$ 212,940.00 \$
 LOW BID \$ 198,537.27
 % OVER/UNDER EST. -6.76 %

Bridge maintenance on 9 structures on I-94 over Parma Road and Concord Road, under Dearing Road, Sandstone Road, Blackman Road, M-99, Gibbs Road and Michigan Avenue, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 198,537.27	Same	1 **
L. W. Lamb, Inc.	\$ 223,502.00	Same	2
C.A. Hull Co., Inc.	\$ 270,327.00	Same	3
Anlaan Corporation	\$ 299,817.00	Same	4
Midwest Bridge Company	\$ 339,992.00	Same	5
Walter Toebe Construction Co.			
Davis Construction, Inc.			

5 Bidders

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

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

Funding Source:

M60534

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49269.

371. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508076 \$ ENG. EST. 578,084.61 \$ LOW BID 603,000.00
 PROJECT M 33084-M60567-2
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 04, 2005 4.31 %

4.53 mi of hot mix asphalt cold milling and resurfacing on I-96 at Williamston Road and M-52 entrance and exit ramps, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 603,000.00	Same	1 **
Aggregate Industries-Central Region	\$ 675,263.60	Same	2
Rieth-Riley Construction Co., Inc.			

2 Bidders

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

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

Funding Source:

M60567

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48895.

372. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508077 \$ ENG. EST. 58,965.00 \$ LOW BID 60,785.00
 PROJECT M 37012-M40577-2
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2005 3.09 %

0.56 mi of hot mix asphalt cold milling and resurfacing, hot mix asphalt overlay on existing shoulders on US-127BR from the beginning of the divided section of US-127BR northerly to south of the convergence with US-127, Isabella County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Central Asphalt, Inc.	\$ 60,785.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 70,482.50	Same	2
Lois Kay Contracting Co.	\$ 98,014.37	Same	3

3 Bidders

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

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

Funding Source:

M40577

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48858.

374. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508079 \$ ENG. EST. 111,815.51 \$ LOW BID 130,704.93
 PROJECT M 40011-M20575
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 26, 2005
 COMPLETION DATE - 5 working days 16.89 %

0.29 mi of pavement and joint repairs and hot mix asphalt cold milling and resurfacing on US-131 (M-66) from south of Third/Elm Street to north of Third/Elm Street, in the village of Kalkaska, Kalkaska County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 130,704.93	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 153,206.13	Same	2
Payne & Dolan, Inc.			

2 Bidders

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

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

Funding Source:

M20575

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49646.

376. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508081 \$ ENG. EST. 232,228.11 \$ LOW BID 235,923.82
 PROJECT M 60021-M20501
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 23, 2005 1.59 %

6.16 mi of intersection improvements and intermittent shoulder paving on M-32 from Matthews Road easterly to east of Camp 8 Road, Montmorency County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 235,923.82	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 309,393.63	Same	2
Payne & Dolan, Inc.			

2 Bidders

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

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

Funding Source:

M20501

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49709.

378. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508013 \$ ENG. EST. LOW BID
 PROJECT STH 50609-80607 \$ 49,831.78 \$ 51,567.94
 LOCAL AGRMT. 05-5297 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MARCH 01, 2006 3.48 %

Intersection signal improvements on 12 Mile Road at Little Mack Avenue, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 51,567.94	Same	1 **
J. Ranck Electric, Inc.	\$ 53,693.94	Same	2
Alpha Electric, Inc.	\$ 53,886.00	Same	3
Metropolitan Power & Lighting, Inc.	\$ 56,823.94	Same	4
Motor City Electric Utilities Co.	\$ 63,096.08	Same	5
Posen Construction, Inc.	\$ 64,129.95	Same	6

6 Bidders

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

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

Source of Funds:

80607A
 Macomb County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48066.

393. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508029 \$ ENG. EST. 158,006.59 \$ LOW BID 177,732.81
 PROJECT STH 06609-80543
 LOCAL AGRMT. 05-5320 % OVER/UNDER EST.
 START DATE - SEPTEMBER 15, 2005
 COMPLETION DATE - OCTOBER 30, 2005 12.48 %

Intersection reconstruction, including hot mix asphalt paving, concrete curb and gutter, sidewalks and drainage improvements, on Main Street at US-23, in the city of AuGres, Arenac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Katterman Trucking, Inc.	\$ 177,732.81	Same	1 **
Bilacic Trucking, Inc.	\$ 180,751.50	Same	2
Schaaf & Associates Construction,	\$ 184,391.35	Same	3
Champagne and Marx Excavating, Inc.	\$ 198,227.22	Same	4
CRS/Shaw Contracting Co.	\$ 202,294.51	Same	5
Rieth-Riley Construction Co., Inc.	\$ 224,972.29	Same	6
John Henry Excavating, Inc.	\$ 229,062.50	Same	7
Rohde Brothers Excavating, Inc.	\$ 234,467.00	Same	8
Lois Kay Contracting Co.			
Payne & Dolan, Inc.			
Eastlund Concrete Construction, Inc.			
Bolen Asphalt Paving, Inc.			
Saginaw Asphalt Paving Company			
Bourdow Trucking Company			
L.J. Construction, Inc.			
A. J. Rehmus & Son, Inc.			
Manigg Enterprises, Inc.			
Pyramid Paving & Contracting			
M & M Excavating Co., Inc.			

8 Bidders

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

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

Source of Funds:

80543A
 City of Au Gres 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48703.

396. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508033
 PROJECT EDC 82544-80319-2
 LOCAL AGRMT. 04-5425
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2006

ENG. EST. \$ 1,312,000.00
 LOW BID \$ 1,554,722.20
 % OVER/UNDER EST. 18.50 %

Intersection widening and traffic signal modernization at 8 various intersection locations including French Road at Harper Road and I-94, Kelly Road at Houston-Whittier and Morang, Dexter Avenue at Fenkell Street, Dickerson Street at Warren Avenue, Linwood Street at Lodge Freeway North South Service Drive and McNichols Road at Oakland Street, in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Century Cement Company, Inc.	\$ 1,554,722.20	Same	1 **
Peter A. Basile Sons, Inc.	\$ 1,605,153.07	Same	2
Dan's Excavating, Inc.	\$ 1,747,495.42	Same	3
Posen Construction, Inc.	\$ 1,785,474.42	Same	4
Angelo Iafrate Construction Company	\$ 2,162,506.29	Same	5
Kelcris Corporation			
John Carlo, Inc.			
Pamar Enterprises, Inc.			
Ajax Paving Industries, Inc.			
Florence Cement Company			
ABC Paving Company			

5 Bidders

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

Purpose/Business Case: This project is for traffic congestion mitigation on roads in an urban county under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal Aid Highway system is further preserved by providing a benefit to the traveling public and increased economic interest. In addition, further services the quality of life for the people of Michigan.

Funding Source:

80319A

City of Detroit	20.00 %
State Restricted Trunkline Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the State must use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

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

Selection: Low bid.

*Denotes a non-standard contract/amendment

401. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508057 ENG. EST. \$ 505,141.55 \$ LOW BID 428,070.12
 PROJECT BRO 33004-83831
 LOCAL AGRMT. 05-5282 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 02, 2006 -15.26 %

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on Pine Tree Road over Sycamore Creek, in Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J.E. Kloote Contracting, Inc.	\$ 428,070.12	Same	1 **
Davis Construction, Inc.	\$ 443,166.86	Same	2
Milbocker and Sons, Inc.	\$ 458,454.75	Same	3
Anlaan Corporation	\$ 477,839.51	Same	4
C.A. Hull Co., Inc.	\$ 526,398.42	Same	5
Angelo Iafrate Construction Company	\$ 582,744.51	Same	6
S.L. & H. Contractors, Inc.			
E.T. MacKenzie Company			
J. Slagter & Son Construction Co.			
Quantum Construction Company, Inc.			
Midwest Bridge Company			
Walter Toebe Construction Co.			

6 Bidders

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

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

Funding Source:

83831A	
Ingham County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

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

Selection: Low bid.

*Denotes a non-standard contract/amendment

403. LETTING OF AUGUST 05, 2005
 PROPOSAL 0508228 \$ ENG. EST. LOW BID
 PROJECT STUL 44448-83071 \$ 492,652.75 \$ 591,507.35
 LOCAL AGRMT. 05-5236 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 90 calendar days 20.07 %

0.57 mi of crushing and shaping, widening lanes, adding
 turn lanes, ditching and hot mix asphalt paving on Daley
 Road from M-24 to Farnsworth, Lapeer County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Champagne and Marx Excavating, Inc.	\$ 591,507.35	Same	1 **
L.J. Construction, Inc.	\$ 677,887.25	Same	2
Barrett Paving Materials, Inc.	\$ 680,891.30	Same	3
Rohde Brothers Excavating, Inc.	\$ 687,148.00	Same	4
Cadillac Asphalt, LLC.	\$ 804,791.10	Same	5
Boddy Construction Company, Inc.			
Genoak Construction Company			
Albrecht Sand & Gravel Co.			
Ajax Paving Industries, Inc.			
Saginaw Asphalt Paving Company			
Fisher Contracting Company			
Ron Bretz Excavating, Inc.			
3-S Construction, Inc.			
Pyramid Paving & Contracting			
Zito Construction Co.			

5 Bidders

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

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

Source of Funds:

83071A
 Lapeer County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48446.

EXTRAS

404. **Extra 2005 - 85**

Control Section/Job Number: 76012-51768-2 MDOT Project

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

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

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: MDOT
Engineer's Estimate: \$2,098,576.41

Description of Project:

Bridge replacement, approach work and maintaining on M-52 over the Shiawassee River (B01) in the city of Owosso, Rush and New Haven Townships, Shiawassee County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	March 5, 2004	
Original Contract Amount:	\$1,697,130.57	
Total of Overruns/Changes (Approved to Date):	(112,539.36)	- 6.63%
Total of Extras/Adjustments (Approved to Date):	291,622.53	+ 17.18%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>7,370.39</u>	<u>+ 0.43%</u>
Revised Total	<u>\$1,883,584.13</u>	+ 10.98%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.55% under the original budget for an **Authorized to Date Amount** of \$1,876,213.74.

Approval of this extra will place the authorized status of the contract 10.98% or \$186,453.56 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-54	6 r. 1	\$225,019.09	05/03/05

Contract Modification Number(s): 8 r. 1, 17

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

CM 8	
Retaining Wall, Landscape Timbers	<u>\$1,009.00</u>
Total	<u>\$1,009.00</u>

CM 17		
Sewer, Sanitary, SDR 26, 8 inch	7.000 Ft @ \$89.25/Ft	\$624.75
Reinforcement, Steel, Epoxy Coated, Special	11,032.000 Lb @ \$0.52/Lb	5,736.64
Total		<u>\$6,361.39</u>

Grand Total **\$7,370.39**

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

CM 8

During construction operations, it was determined that existing landscape timbers conflicted with the proposed work area. The landscape timbers were removed and replaced after construction in this area was completed. The extra cost for Retaining Wall, Landscape Timbers was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on other projects in the region.

CM 17

Both extra work items on this contract modification were established on previous contract modifications. This increase will adjust the previously authorized quantities to the final as-constructed quantities.

During construction operations, it was determined that the existing sanitary sewer was in conflict with the northwest corner of the bridge substructure. The sanitary sewer was relocated to remove the conflict. The extra cost for Sewer, Sanitary, SDR 26, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

The project plans depict the use of stainless clad reinforcing steel. The stainless clad steel could not be delivered to the project site on time or with the appropriate quantity. This lack of timely availability was confirmed by MDOT, as there are a limited number of suppliers. To avoid project delay and open the bridge per the original project schedule, the reinforcing steel was changed from stainless clad steel to epoxy coated steel. The extra cost for Reinforcement, Steel, Epoxy Coated, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index. This cost was completely offset by a previous reduction in the original work item Reinforcement, Stainless Steel Clad.

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 August 25, 2005 meeting, and are now recommended for approval by the State Administrative Board on September 6, 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, 78.82%; State Restricted Trunkline, 19.71%; City of Owosso, 1.47%.
- 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:** 48867.

405. **Extra 2005 - 93**

Control Section/Job Number: 25402-56207 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: Cadillac Asphalt, LLC.
5905 Belleville Road
Belleville, MI 48111

Designed By: Consultant
Engineer's Estimate: \$646,378.00

Description of Project:

Cold milling, joint repair, concrete pavement repair, adding left turn lane, hot mix asphalt resurfacing, traffic signal installation and miscellaneous work on South Mill Street from south city limits of Clio to Vienna Street (M-57), in the city of Clio, Genesee County.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 20, 2004	
Original Contract Amount:	\$560,217.47	
Total of Overruns/Changes (Approved to Date):	(41,808.16)	- 7.46%
Total of Extras/Adjustments (Approved to Date):	29,709.25	+ 5.30%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>27,355.35</u>	<u>+ 4.88%</u>
Revised Total	<u>\$575,473.91</u>	+ 2.72%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.16% under the original budget for an **Authorized to Date Amount** of \$548,118.56.

Approval of this extra will place the authorized status of the contract 2.72% or \$15,256.44 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

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

CM 8		
Block Retaining Wall	309.100 Sft @ \$88.50/Sft	<u>\$27,355.35</u>
Total		<u>\$27,355.35</u>

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

A block retaining wall was placed along the back of the sidewalk in the widening area at one project intersection. The retaining wall was placed due to the close proximity of the houses through the widening area and concerns of the property owners on the loss of trees and additional excavation required to grade front yards to match the proposed sidewalk. The block retaining wall will eliminate the need to remove additional trees and will significantly reduce the disturbance to the small front yards in this area. The wall also contributed to a secure feeling of the property owners adjacent to the intersection, as their front porch is closer to the intersection and the protective trees were retained. The extra cost for Block Retaining Wall was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work, the work required and MDOT’s Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 81.85%; City of Clio, 18.15%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48420.

406. **Extra 2005 - 94**

Control Section/Job Number: 33006-47136 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: Davis Construction, Inc.
616 S. Creyts Road, Ste. A
Lansing, Michigan 48917
Designed By: Consultant
Engineer’s Estimate: \$2,326,558.86

Description of Project:

Removal of portions of structure, transport, coating and recreation of structural steel, some substructure replacement, replacement of deck and related approach work, rehabilitation of Martin Luther King, Jr. Boulevard Bridge over the Grand River in the city of Lansing, Ingham County.

Administrative Board Approval Date:	April 4, 2000	
Contract Date:	April 24, 2000	
Original Contract Amount:	\$2,635,794.93	
Total of Overruns/Changes (Approved to Date):	225,064.78	+ 8.54%
Total of Extras/Adjustments (Approved to Date):	406,659.63	+ 15.43%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>11,316.65</u>	<u>+ 0.43%</u>
Revised Total	<u>\$3,278,835.99</u>	+ 24.40%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.97% over the original budget for an **Authorized to Date Amount** of \$3,267,519.34.

Approval of this extra will place the authorized status of the contract 24.40% or \$643,041.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2000-56	6, 8	\$47,242.50	12/05/00
2001-53	10, 13, 14	\$45,563.46	09/04/01
2001-67	16 r. 2	\$2,920.00	12/18/01
2002-02	17 r. 1, 18	\$38,538.71	02/05/02
2002-40	19 r. 1	\$70,240.13	07/16/02

Contract Modification Number(s): 20

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

CM 20

Cold Weather Concrete Protection	<u>\$11,316.65</u>
<u>Total</u>	<u>\$11,316.65</u>

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

The extra work item Cold Weather Concrete Protection was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

The contractor was directed to provide cold weather protection for casting and curing the final concrete work. Extra project work and an early winter snow and freeze event in 2000 necessitated the need for cold weather protection. The quantity on the original contract modification was estimated.

This contract modification is a result of claim discussions that occurred between the local agency consultant engineer and the contractor for the past several years. The final negotiation has been completed and this contract modification will address the last claim issue.

The extra cost for Cold Weather Concrete Protection is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 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, 78.19%; State Restricted Trunkline, 14.66%, City of Lansing, 7.15%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48906.

407. **Extra 2005 - 95**

Control Section/Job Number: 33014-45594-2 MDOT Project

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

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

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

Designed By: Consultant

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

Description of Project:

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

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	\$253,351.92	+ 2.86%
Total of Extras/Adjustments (Approved to Date):	1,264,350.58	+ 14.25%
Total of Negative Adjustments (Approved to Date):	- 7,999.30	- 0.09%

THIS REQUEST	<u>119,502.94</u>	<u>+ 1.35%</u>
Revised Total	<u>\$10,499,955.74</u>	+ 18.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.02% over the original budget for an **Authorized to Date Amount** of \$10,380,452.80.

Approval of this extra will place the authorized status of the contract 18.37% or \$1,629,206.14 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-39	1 r 1	\$167,238.00	07/07/04
2004-62	8, 11, 12	\$203,076.00	09/09/04
2004-66	14, 17, 19	\$20,819.81	10/10/04
2004-67	13, 18, 20, 22	\$453,740.44	10/10/04
2004-73	21	\$3,874.25	11/02/04
2005-10	25, 28	\$187,135.04	02/01/05
2005-25	31 r. 2, 32 r. 1, 33 r. 1, 35	\$111,243.56	03/01/05
2005-50	39	\$9,225.60	05/03/05
2005-67	40	\$72,920.38	06/07/05

Contract Modification Number(s): 45, 46

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

CM 45

Curb, Conc, Det E1	77.000 Ft @ \$29.50/Ft	\$2,271.50
Valley Gutter, Conc	95.000 Ft @ \$28.40/Ft	2,698.00
Additional Brick Pavers Install, Repair and Clean		<u>28,812.51</u>
Total		<u>\$33,782.01</u>

CM 46

Exterior Drop on Sanitary MH		\$1,319.50
Tie-in 8" pipe to new MH		1,528.02
Pipe Work		5,777.18
Backflow Preventor @ St. Paul's Church		2,780.82
Sanitary Repair		1,604.06
Sanitary Sewer @ 426 W. Ottawa		2,457.23
Relocation of 6" Sanitary Lead		1,157.63
Catch Basin Modification		546.00
Water main Revisions		5,834.19
Drain Structure, Relocation		596.50
Manhole 120		276.00
Core Sewer and 8" Sanitary		953.69
Sanitary Work @ Ottawa/Sycamore		7,007.58
Recore and Place Sanitary Sewer		5,207.73
Concrete Removal		1,664.00

*Denotes a non-standard contract/amendment

MH and Sanitary Sewer Revisions	7,442.86
Live Taps – Steam Line	6,429.56
Core & Boot	165.00
Water main Replacement and Realignment	7,223.85
Sanitary Tie-In Sta. 108	5,232.21
Sanitary Tie-In Sta. 112	3,282.16
Water main Deflection	3,956.99
Relocate Hydrant	255.80
Sanitary Service Lateral	642.37
Revised Hydrant Location @ Allegan and Capital	<u>12,380.00</u>
Total	<u>\$85,720.93</u>

Grand Total **\$119,502.94**

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

Problems that were unknown during the design phase have caused this project to go above State Administrative Board and State Transportation Commission thresholds. The two leading causes were Department of Information Technology and Legislative Services Bureau (DIT/LSB) issues, and termite problems in a local historical establishment adjacent to the project. Relocation, protection and establishment of safe routes of DIT/LSB facilities were required as part of this project. These facilities were not located during design to determine if any conflicts existed. The termite issue caused a change in work operations as construction vibrations were to be monitored and work operations limited in nature. These items account for \$644,466.66 of the total extras to date, which is 7.27 percent of the overall project cost.

CM 45

The extra pay items Curb, Conc, Det E1 and Valley Gutter, Conc were established on previous contract modifications. This contract modification will adjust the previously authorized quantities to the current as-constructed quantities.

Several revised plan sheets were issued by the project designer at the request of the project office. The plan sheet revisions provided barrier free parking spaces within the project limits. Two of the extra items necessary were Curb, Conc, Det E1 and Valley Gutter, Conc. The extra cost for Curb, Conc, Det E1 and Valley Gutter, Conc was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT’s Average Unit Price Index for similar quantity work.

The contractor was directed to remove and repair existing brick pavers that were adjacent to the proposed project work. The brick pavers were removed to facilitate project work and were reinstalled. The extra cost for Additional Brick Pavers Install, Repair and Clean was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project work.

CM 46

All items on this contract modification were required to complete the planned work. An existing work item did not exist in the contract and this work was not incidental to other contract work.

A sewer line that was not shown on the project plans was higher than the other sewer lines in the area. A drop service connection was required to properly tie the sewer line into a manhole. The extra cost for Exterior Drop on Sanitary MH is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The extra work is 100 percent funded by the local agency.

An 8 inch sanitary sewer pipe was placed per plan, but had to be changed to an 8 inch ductile iron pipe to facilitate the placement of a 2 foot catch basin. The 2 foot structure was placed directly on top of the new 8 inch ductile pipe. The pipe material was altered to avoid potential crushing of the pipe and to reduce future maintenance. The sewer line was tied into the new structure. The extra cost for Tie-in 8" pipe to new MH and Pipe Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A backflow preventer/cleaner was installed at two sanitary sewer service locations. The installation was completed as the service line did not have enough pipe fall to allow self cleaning of the pipe. The extra cost for Backflow Preventor @ St. Paul's Church is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

A sanitary sewer backup occurred to a local establishment. Direct cause of the incident could not be determined. The contractor was directed to repair the sewage backup. The extra cost for Sanitary Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

Exploratory trenching was performed at 426 West Ottawa Street and a sanitary lead was discovered to be damaged. Sanitary sewer products were backing up in the 4 inch pipe and in the steam line. The contractor was directed to repair the sanitary lead. The extra cost for Sanitary Sewer @ 426 W. Ottawa is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

A 6 inch sanitary sewer lead along Ottawa Street was placed at the plan elevation. It was later determined that the sewer lead would not work at this elevation. The sanitary sewer was removed and relocated to the proper elevation. The extra cost for Relocation of 6" Sanitary Lead is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

An error in MDOT construction staking was discovered at a storm sewer catch basin. The stakes for the new radius curbing at the southwest corner of Ottawa Street and Pine Street had to be reset. The top of the catch basin had to be reduced in height to fit the new grades. The extra cost for Catch Basin Modification is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

An existing 8 inch gas main was in conflict with a proposed 12 inch water main. The 12 inch water main had to be redesigned to fit under the existing 8 inch gas main on Ottawa Street. The extra cost for Water main Revisions is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

An error in MDOT construction staking was discovered at a storm sewer catch basin in the northwest quadrant of Ottawa Street and Pine Street. The proposed drainage structure had to be relocated to provide the proper conveyance of water. The extra cost for Drain Structure, Relocation is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing sanitary lead from a local residence was not where the plans indicated. The lead had to be tied into manhole 120 to avoid two 90 degree bends. The contractor excavated around manhole 120 for coring and placement of the 8 inch sanitary line. The extra cost for Manhole 120 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

It was discovered that a sanitary service lead was not previously placed to a property along Ottawa Street. The contractor was directed to place a sanitary service lead to prevent future road disruption in this area. This will also allow a uniform roadway section to remain. The extra cost for Core Sewer and 8" Sanitary is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

An 8 inch sanitary sewer line was removed and replaced. This line was in conflict with a utility line. The extra cost for Sanitary Work @ Ottawa/Sycamore is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

The contractor was directed to remove and replace the 8 inch sanitary sewer at Sycamore Street. Manhole 121 had to be relocated after placement of the 8 inch sanitary sewer. The proposed location was in conflict with other utilities. This extra item compensates the contractor for removal and replacement of a portion of the 8 inch sanitary line to facilitate relocation of manhole 121. The contractor was also directed to place manhole 121 at the only location where it could be located. The extra cost for Recore and Place Sanitary Sewer is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

The contractor was directed to remove the concrete encasing the 18 inch sanitary sewer. This concrete needed to be removed to make the proper connection for manhole 137, as the manhole was placed directly over the sewer pipe. The extra cost for Concrete Removal is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

Sanitary sewer revisions were made on Butler Boulevard north of Ottawa Street as manhole 129 was deleted from the proposed work due to the existing 20 inch sanitary sewer being plugged with sediment. The contractor placed sanitary sewer in this area and modifications were necessary at each end of the sewer run. The extra cost for MH and Sanitary Sewer Revisions is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency. This work will be partially offset by a future \$1,450 reduction in the original sanitary sewer manhole pay item.

The contractor was directed to make two live sewer taps with 4 inch sewer riser leads in order to drain two steam vaults. The contractor had to excavate to the previously placed sanitary sewer in order to make the connections. The extra cost for Live Taps – Steam Line is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

The contractor was directed to drill an 8 inch core and place a sewer boot for the 8 inch vitrified clay pipe that was placed into manhole 127. This was necessary for the proper conveyance of sanitary sewer flow. The extra cost for Core & Boot is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

The discovery of utility conflicts led to the removal and realignment of a water main on a portion of Allegan Street. The contractor placed a portion of the proposed water main and then a conflict was discovered. The placed portion was then removed and relayed to avoid conflict with the existing steam lines. The extra cost for Water main Replacement and Realignment is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

The local steam lines produce water discharge that is to be placed into the local sanitary sewer system. The contractor was directed to tie in the steam vaults at two locations to sanitary risers to provide for the treatment of discharge water. Additional excavation was necessary for proper tie in. The extra cost for Sanitary Tie-In Sta. 108 and Sanitary Tie-In Sta. 112 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. All extra work is 100 percent funded by the local agency.

A catch basin sewer lead was in conflict with the 8 inch water main running east to west on Ottawa Street. A water main deflection was required to eliminate the potential conflict in pipe placement. The extra cost for Water main Deflection is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

The fire hydrant at Ottawa Street and MLK Boulevard was relocated due to a staking error. The extra cost for Relocate Hydrant is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction

The contractor was directed to extend the 6 inch sanitary lead to the north for a residential establishment on Ottawa Street. The establishment has been experiencing continuing problems with the sanitary lead pipe being obstructed. The extra cost for Sanitary Service Lateral is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

The contractor was directed to install a fire hydrant near the intersection of Capital Avenue and Allegan Street. The local utility owner redesigned the water main and hydrant locations at this intersection. The extra cost for Revised Hydrant Location @ Allegan and Capital is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

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 August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 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, 39.44%; City of Lansing, 50.46%; State Restricted Trunklines, 10.10% (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: 48933, 48915.

408. **Extra 2005 - 96**

Control Section/Job Number: 81406-56803 Local Agency Project

State Administrative Board - This project exceeds the 6% 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: Peter A. Basile Sons, Inc.
13000 Newburgh Road
Livonia, MI 48150

Designed By: Consultant
Engineer's Estimate: \$991,152.33

Description of Project:

0.71 mi of roadway rehabilitation, including traffic signals, hot mix asphalt paving, aggregate base, pavement removal, station grading, edge trimming, cold milling, concrete curb and gutter, sidewalks, drainage improvements, pavement markings and slope restoration on Main Street from East Shore Drive to 8 Mile Road in Northfield Township, Washtenaw County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 14, 2003	
Original Contract Amount:	\$923,839.36	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	3,700.00	+ 0.40%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>316,807.14</u>	<u>+ 34.29%</u>
Revised Total	<u>\$1,244,346.50</u>	+ 34.69%

Offset Information

Total Offsets This Request	(211,337.75)	- 22.88%
Net Revised Request	\$105,469.39	+ 11.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.40% over the original budget for an **Authorized to Date Amount** of \$927,539.36.

Approval of this extra will place the authorized status of the contract 34.69% or \$320,507.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1, 3 r. 4, 4, 5 r. 1

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

CM 2

Station Grading	44.000 Sta @ \$2,000.00/Sta	\$88,000.00
Conc Base Cse, Nonreinf, 7 inch	4,500.000 Syd @ \$34.00/Syd	153,000.00
Embankment, LM	2,150.000 Cyd @ \$6.00/Cyd	12,900.00
Riprap, Plain	5.000 Syd @ \$75.00/Syd	375.00
Total		<u>\$254,275.00</u>

CM 2 Offset Information

Station Grading	-44.000 Sta @ \$2,000.00/Sta	(\$88,000.00)
Aggregate Base, 10 inch (Mod)	-7,200.000 Syd @ \$7.00/Syd	(50,400.00)
HMA Quality Assurance Testing	-685.000 Ton @ \$0.50/Ton	(342.50)
HMA, 3C	-685.000 Ton @ \$31.50/Ton	(21,577.50)
Pavt, Rem	-4,000.000 Syd @ \$4.55/Syd	(18,200.00)
Subbase, CIP	-2,700.000 Cyd @ \$12.10/Cyd	(32,670.00)
Total		(\$211,190.00)

Net Revised CM 2 Request

\$43,085.00**CM 3**

Conc Base Cse, Nonreinf, 7 inch	425.830 Syd @ \$34.00/Syd	\$14,478.22
Remove Wood Utility Pole	1.000 Ea @ \$150.00/Ea	150.00
Remove and Relay 18" SLCPP	1.000 Ea @ \$500.00/Ea	500.00
Bend, 45 Degree, 18" SLCPP	1.000 Ea @ \$250.00/Ea	250.00
Steel Bar Grate, 18"	1.000 Ea @ \$300.00/Ea	300.00
Culv End Sect, Conc, 15 inch	2.000 Ea @ \$700.00/Ea	1,400.00
Pavt Mrkg, Ovly Cold Plastic, 6", Yellow	162.000 Ft @ \$3.18/Ft	515.16
Pavt Mrkg, Reg Dry, 2 nd Appl, 4", Yellow	10,252.000 Ft @ \$0.20/Ft	2,050.40
Pavt Mrkg, Type R, 4 inch, White, Temp	36.000 Ft @ \$2.40/Ft	86.40
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	216.000 Ft @ \$2.40/Ft	518.40
Pavt Mrkg, Regular Dry, 2 nd Appl. 4", White	7,660.000 Ft @ \$0.20/Ft	1,532.00
Sewer, Cl A, 15 inch, Tr Det B	64.000 Ft @ \$85.00/Ft	5,440.00
Tree, Rem, 19 inch to 36 inch	1.000 Ea @ \$1,715.00/Ea	1,715.00
Tree, Rem, 6 inch to 18 inch	3.000 Ea @ \$250.00/Ea	750.00
Total		<u>\$29,685.58</u>

CM 3 Offset Information

Pavt Mrkg, Waterborne, 6 inch, Yellow	-197.000 Ft @ \$0.75/Ft	(\$147.75)
Total		(\$147.75)

Net Revised CM 3 Request

\$29,537.83**CM 4**

Traffic Signal Mast Arms and Poles	1.000 LS @ \$7,017.00/LS	\$7,017.00
Sidewalk Excavation	1.000 LS @ \$2,637.75/LS	2,637.75
Additional Road Grading	1.000 LS @ \$19,378.00/LS	19,378.00
Total		<u>\$29,032.75</u>

CM 5

Pavt Mrkg, Reg Dry, 2 nd Appl, 4", Yellow	4.000 Ft @ \$0.20/Ft	\$0.80
Pavt Mrkg, Type R, 4 inch, White, Temp	16.000 Ft @ \$2.40/Ft	38.40
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	520.000 Ft @ \$2.40/Ft	1,248.00

Riprap, Plain	5.020 Syd @ \$75.00/Syd	376.50
Pavt Mrkg, Longit, 4" or less, Removal	320.000 Ft @ \$1.20/Ft	384.00
Dr Structure, Adj, Add Depth	9.360 Ft @ \$185.00/Ft	1,731.60
Sign, Type A, Temp, Furn	12.500 Sft @ \$2.75/Sft	34.38
Sign, Type A, Temp, Prismatic, Oper	12.500 Sft @ \$0.01/Sft	0.13
Total		<u>\$3,813.81</u>

Grand Total **\$316,807.14**

Total Offsets This Request (\$211,337.75)
Net Revised Request \$105,469.39

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

CM 2

After project award, it was decided to alter the proposed roadway cross section. The cross section was changed to include a concrete base course in lieu of the planned sand subbase, aggregate base and an HMA leveling course. This new cross section will allow a reduced overall construction time, and reduce inconvenience to residential and commercial establishments. The new cross section required different grading parameters and requirements. A new station grading work item was negotiated to include pavement removal and earth excavation. The extra cost for Station Grading (Mod) was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid costs and MDOT's Average Unit Price Index. The extra item Station Grading (Mod) is completely offset by a \$106,200.00 reduction in the original bid items of Station Grading and Pavt, Rem.

As discussed above, a concrete base course was added to the project work. The base course will provide an equivalent cross section as planned. The extra cost for Conc Base Cse, Nonreinf, 7 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for Conc Base Cse, Nonreinf, 7 inch is partially offset by a \$104,990.00 reduction in the original bid items of Aggregate Base, 10 inch (Mod); HMA Quality Assurance Testing; HMA, 3C; and Sub base, CIP.

A deteriorated existing box culvert (pedestrian tunnel) was removed as part of this project. It was determined that drainage problems may occur after removal of the tunnel. A drainage culvert was placed across the roadway where the pedestrian tunnel was located. The contractor was directed to place embankment and riprap at each end of the extended roadway culvert. The extra cost for Embankment, LM and Riprap, Plain was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. Both costs were determined to be reasonable when compared with MDOT's Average Unit Price Index.

CM 3

The extra work item Conc Base Cse, Nonreinf, 7 was established on a previous contract modification, as discussed above. This increase will adjust the previously authorized quantity to the current as-constructed quantity. The extra cost for Conc Base Cse, Nonreinf, 7 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

During construction operations, it was determined that a utility pole was in conflict with the proposed work. The contractor was directed to remove the utility pole. The extra cost for Remove Wood Utility Pole was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was

deemed reasonable when compared to MDOT's Average Unit Price Index. This item was deleted from the contract on contract modification 5, as it was not removed by the contractor.

It was determined that the culvert that replaced the pedestrian tunnel could be re-aligned to provide better storm water conveyance. A portion of the culvert was removed, a 45-degree bend was placed to enhance water flow in the drainage course, and the culvert was then replaced. In addition, a safety steel grate was placed on the end of the culvert that was located near a private picnic and dock area. There was concern for the safety of small children. The other end of the culvert was enclosed in a drainage structure. The extra costs for Remove and Relay 18" SLCPP; Bend, 45 Degree, 18" SLCPP; and Steel Bar Grate, 18" were negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The project plans specified a 15 inch culvert at station 58+45 was to remain in place with the addition of steel end sections. Upon further investigation in the field, the local agency decided to replace the culvert with a new 15 inch concrete pipe and associated end sections due to the deteriorated condition of the culvert. The contractor was directed to replace the sewer line to provide the proper conveyance of drainage water and proper roadway support. The extra cost for Sewer, CI A, 15 inch, Tr Det B and Culv End Sect, Conc, 15 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. A \$240.00 offset reduction in the planned bid item Culv End Sect, 15 inch will be made on a future contract modification.

After project award, the local agency determined that the cross hatching markings in the painted traffic island areas should be cold plastic in lieu of waterborne paint. Cold plastic is the typical application material for the local agency due to maintenance reasons, but was omitted during the design phase. The extra cost for Pavt Mrkg, Ovly Cold Plastic, 6", Yellow was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost is partially offset by a \$147.75 reduction in the original bid item Pavt Mrkg, Waterborne, 6 inch, Yellow.

Due to temperature restrictions, regular dry paint was used in lieu of the planned waterborne paint. The project had a scheduled completion date that should have required regular dry pavement marking paint, but this was omitted in the design phase. A second application of regular dry paint was placed to ensure visibility by the motoring public. There is not an offset for this item, as the first pavement marking application was paid for under the original bid item. A second application was not included in the original bid quantities. The extra cost for Pavt Mrkg, Reg Dry, 2nd Appl, 4", Yellow and Pavt Mrkg, Reg Dry, 2nd Appl, 4", White was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The contractor was directed to place temporary pavement markings between each lift (layer application) of asphalt. These pavement markings provided enhanced safety to the motoring public as they properly delineated the travel lane. The extra cost for Pavt Mrkg, Type R, 4 inch, White, Temp and Pavt Mrkg, Type R, 4 inch, Yellow, Temp was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

Several trees were discovered to be in conflict with the proposed construction work. The contractor was directed to remove the trees. The extra cost for Tree, Rem, 19 inch to 36 inch and Tree, Rem, 6 inch to 18 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index.

CM 4

After project award, it was determined that the proposed signal mast arms and poles should have been designed for a larger loading. The supplied pole and mast arm information from the supplier during the design phase was incorrect due to a design change in the 2001 AASHTO Lighting Standards. The local agency designs its poles to support future additional signal items (signal heads, signs, etc.) as the intersection changes, thus reducing future signal costs. The extra cost is the additional cost to accommodate full loading. The extra cost for Traffic Signal Mast Arms and Poles was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The field conditions at two existing homes required additional grading and sidewalk work. Additional grading was required to lower the driveway grade to the proper slope to match the roadway. This change in grade also required the sidewalk to be lowered to match the driveway grades. The extra cost for Sidewalk Excavation was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The contractor was directed to perform additional grading work along North Main Street. This grading work allowed the placement of an improved superelevated section. A design exception was granted at this location during the design phase. The grades were field adjusted to provide a safer driving environment and still maintain adequate drainage. The extra cost for Additional Road Grading was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

CM 5

The extra work items Pavt Mrkg, Reg Dry, 2nd Appl, 4", Yellow; Pavt Mrkg, Type R, 4 inch, White, Temp; Pavt Mrkg, Type R, 4 inch, Yellow, Temp; and Riprap, Plain were established on contract modifications number 2 and 3 as discussed above. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

Existing pavement markings conflicted with the proposed maintaining traffic plan. The contractor was directed to remove the conflicting pavement markings to provide the proper traffic control markings. The extra cost for Pavt Mrkg, Longit, 4" or less, Removal was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Additional depth of drainage structure adjustments was required based on field conditions. Drainage structures were deeper than originally anticipated. The extra cost for Dr Structure, Adj, Add Depth was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Additional traffic control signs were required to provide the proper and safe signage for the motoring public. The extra cost for Sign, Type A, Temp, Furn and Sign, Type A, Temp, Prismatic, Oper was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project costs.

Section 103.04 – EXTRA WORK – of the Interim 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 August 25, 2005 meeting, and are now recommended for approval by the State Administrative Board on September 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 79.83%; Washtenaw County, 20.17%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: 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: 48189.

409. **Extra 2005 - 97**

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 - Does not meet criteria.

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):	675,881.81	+ 0.84%
Total of Extras/Adjustments (Approved to Date):	718,798.95	+ 0.89%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>336,851.70</u>	<u>+ 0.42%</u>
Revised Total	<u>\$82,257,620.54</u>	+ 2.15%

Offset Information

Total Offsets This Request	(353,703.40)	- 0.44%
Net Revised Request	(\$16,851.70)	- 0.02%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.73% over the original budget for an **Authorized to Date Amount** of \$81,920,768.84.

Approval of this extra will place the authorized status of the contract 2.15% or \$1,731,532.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r. 1	\$380,033.85	07/05/05
2005-87	10	\$178,928.00	08/02/05

Contract Modification Number(s): 11 r. 1, 12

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

CM 11

Reconstructing Freeway Ltg Hand Holes	<u>\$160,000.00</u>
Total	<u>\$160,000.00</u>

CM 12

(VECP) for Traffic Staging Changes	<u>\$176,851.70</u>
Total	<u>\$176,851.70</u>

CM 12 Offset Information

Conc Barrier, Rem	-2,400.000 Ft @ \$3.42/Ft	(\$8,208.00)
Aggregate Base, 10 inch	-3,750.000 Syd @ \$5.37/Syd	(20,137.50)
Aggregate Base, 6 inch	-3,390.000 Syd @ \$3.21/Syd	(10,881.90)
Curb and Gutter, Rem	-2,600.000 Ft @ \$2.18/Ft	(5,668.00)
Excavation, Earth	-2,700.000 Cyd @ \$6.74/Cyd	(18,198.00)
HMA Surface, Rem	-305.000 Syd @ \$3.00/Syd	(915.00)
HMA, 3C	-1,060.000 Ton @ \$34.75/Ton	(36,835.00)
HMA, 4C	-3,820.000 Ton @ \$36.75/Ton	(140,385.00)
Pavt Mrkg, Longit, 6" or Less Width, Rem	-36,000.000 Ft @ \$0.45/Ft	(16,200.00)
Pavt Mrkg, Longit, Greater 6" Width, Rem	-2,000.000 Ft @ \$0.75/Ft	(1,500.00)
Pavt Mrkg, Type R, 4 inch, White, Temp	-57,500.000 Ft @ \$0.65/Ft	(37,375.00)
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	-36,400.000 Ft @ \$0.65/Ft	(23,660.00)
Pavt Mrkg, Type NR, Paint, 4", Yellow, Temp	-11,000.000 Ft @ \$0.16/Ft	(1,760.00)
Valley Gutter, Conc	-2,600.000 Ft @ \$12.30/Ft	(31,980.00)
Total		<u>(\$353,703.40)</u>

Net Revised CM 12 Request	<u>(\$176,851.70)</u>
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Grand Total

\$336,851.70

Total Offsets This Request	(353,703.40)
Net Revised Request	<u>(\$16,851.70)</u>

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

CM 11

During the asphalt removal operation, it was discovered that the MDOT freeway lighting hand holes on the shoulders of I-96 were in poor condition. The contractor was directed to reconstruct the hand holes. This work was not included in the project plans, but was necessary to provide the proper roadway support and

housing for electrical wiring. The extra item Reconstructing Freeway Ltg Hand Holes will establish a budgeted amount for this work. Payments for this work will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 12

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$353,703.40. The contractor is to receive one-half net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$176,851.70. The VECP submittal met the criteria for improving safety and reducing overall project cost. The project was designed with four stages and four sub stages. The VECP proposed two stages with no sub stages. The Special Provision for Maintaining Traffic provides for traffic to be maintained with crossovers, which utilize temporary concrete barrier wall and asphalt wedging in both the gutter flow lines and the existing shoulders. The VECP proposal eliminates the line items associated with the proposed crossovers, including all of the temporary concrete barrier wall and a majority of the asphalt wedging. The cost of the VECP for Traffic Staging Changes was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as a part of the VECP review.

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

This extra is 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, 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, 48223, 48238, 48204.

410. **Extra 2005 -98**

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):	675,881.81	+ 0.84%
Total of Extras/Adjustments (Approved to Date):	718,798.95	+ 0.89%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,014,054.30</u>	<u>+ 1.26%</u>
Revised Total	<u>\$82,934,823.14</u>	+ 2.99%

Offset Information

Total Offsets This Request	(1,019,712.24)	- 1.27%
Net Revised Request	(\$5,657.94)	- 0.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.73% over the original budget for an **Authorized to Date Amount** of \$81,920,768.84.

Approval of this extra will place the authorized status of the contract 2.99% or \$2,408,735.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r. 1	\$380,033.85	07/05/05
2005-87	10	\$178,928.00	08/02/05

Contract Modification Number(s): 6 r. 3, 9

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

CM 6

HMA, 3E30 (Special)	12,242.000 Ton @ \$49.15/Ton	<u>\$601,694.30</u>
Total		<u>\$601,694.30</u>

CM 6 Offset Information

Open-Graded Dr Cse, 4 inch, Modified Conc Pavt, Misc, Nonreinf, 10 inch, High Performance	-27,823.000 Syd @ \$2.94/Syd	(\$81,799.62)
Subbase, CIP	-27,823.000 Syd @ \$33.00/Syd	(918,159.00)
Total	-9,274.000 Cyd @ \$2.13/Cyd	<u>(19,753.62)</u>
		(\$1,019,712.24)

Net Revised CM 6 Request (418,017.94)

CM 9

Milling Area to Remove Existing HMA	182,000 Syd @ \$1.42/Syd	\$258,440.00
Milling Additional HMA Depth	208,000.000 Syd @ \$0.74/Syd	<u>153,920.00</u>
Total		<u>\$412,360.00</u>

Grand Total**\$1,014,054.30**

Total Offsets This Request	(1,019,712.24)
Net Revised Request	<u>(\$5,657.94)</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 6**

The contractor was directed to place a modified pavement section at all the reconstruction areas on I-96. The modified pavement section utilized asphalt and related pavement items in lieu of the planned concrete pavement section. The change in pavement section will improve rideability by producing a uniform asphalt surface. The reconstruction areas were shown to be completed at each bridge location to improve the bridge underclearance. These reconstruction areas were to be reconstructed with concrete, which would have created two surface transitions at each bridge location. The alteration of materials will also reduce the resurfacing work by two weeks, resulting in a reduced use of the milled pavement surface by the traveling public. The extra cost for HMA, 3E30 (Special) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid costs. This extra work required supplemental Federal Highway Administration (FHWA) concurrence for federal funding participation. The FHWA has approved federal funding participation for this extra work. The extra cost for this work is offset by a \$1,019,712.24 reduction in the original bid items Open-Graded Dr Cse, 4 inch, Modified; Conc Pavt, Misc, Nonreinf, 10 inch, High Performance; and Subbase, CIP.

CM 9

The proposed milling depth of 3.5 inches was anticipated to be adequate for placement of the proposed asphalt overlay. Field investigations of the 3.5 inch milled surface discovered that the remaining variable depth of asphalt would not provide a stable base for the proposed overlay. It was determined that the remaining asphalt in the majority of the cold milling areas was too thin. The contractor was directed to remove the remaining thickness of asphalt material to expose the underlying concrete pavement section. This work was completed with the extra work item Milling Area to Remove Existing HMA. This will compensate the contractor for remobilizing to remove the remaining HMA surface to expose the underlying concrete material. This work was necessary on approximately half of the original cold milling area.

In areas where asphalt milling had not commenced, the contractor was directed to remove the entire asphalt layer to expose the underlying concrete material. The extra item Milling Additional HMA Depth is an adjustment that is in addition to the original contract pay item for cold milling. The item will compensate the contractor for the additional depth milling greater than 3.5 inches.

The extra cost for Milling Area to Remove Existing HMA and Milling Additional HMA Depth was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar bid costs. This extra work was approved by the FHWA as being eligible for federal funding participation.

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 August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 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, 48223, 48238, 48204.

411. **Extra 2005 - 99**

Control Section/Job Number: 23081-53259 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: MDOT
Engineer's Estimate: \$1,301,813.38

Description of Project:

Emergency heat straightening of west fascia beam, replace intermediate steel diaphragm connection plates on S06, deck overlay, joint replacement, pin and hanger replacement, railing replacement, painting, minor substructure repair, concrete patching repairs, and approach work on I-496, S03 and S04 at Canal Road, S05 at Creyts Road and S06 at Snow Road in Delta Township, Eaton County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 25, 2005	
Original Contract Amount:	\$1,195,150.93	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	76,583.26	+ 6.41%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>7,985.98</u>	<u>+ 0.67%</u>
Revised Total	<u>\$1,279,720.17</u>	+ 7.08%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.41% over the original budget for an **Authorized to Date Amount** of \$1,271,734.19.

Approval of this extra will place the authorized status of the contract 7.08% or \$84,569.24 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-66	1	\$76,583.26	06/07/05

Contract Modification Number(s): 3

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

CM 3

Truck Mtd Attenuator, Furn	2.000 Mo @ \$3,300.00/Mo	\$6,600.00
Truck Mtd Attenuator, Oper	2.000 Mo @ \$568.49/Mo	1,136.98
High Intensity Light, Type B, Furn	1.000 Ea @ \$165.35/Ea	165.35
High Intensity Light, Type B, Oper	1.000 Ea @ \$83.65/Ea	<u>83.65</u>
Total		<u>\$7,985.98</u>

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

Additional traffic control devices were added to the project. These devices were necessary for proper traffic control compliance per MDOT traffic control standards and worker safety. The attenuator devices will be used to provide protection for temporary column supports, and during the cleaning and coating of structural steel at several locations. The extra cost for this work 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.

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

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

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

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

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

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

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

Selection: Low bid.

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

Zip Code: 48917.

412. **Extra 2005 - 100**

Control Section/Job Number: 33403-55967 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: CL Trucking & Excavating, LLC.
1820 North Jefferson Street
Ionia, MI 48846

Designed By: Consultant
Engineer's Estimate: \$610,590.76

Description of Project:

0.45 mi of road reconstruction and widening from two to three lanes, including hot mix asphalt pavement, sewer construction and miscellaneous related work, on Washington Avenue from Edgewood Boulevard to Miller Road, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	March 17, 2005	
Original Contract Amount:	\$471,438.43	
Total of Overruns/Changes (Approved to Date):	2,427.50	+ 0.51%
Total of Extras/Adjustments (Approved to Date):	42,877.60	+ 9.10%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>16,165.00</u>	+ 3.43%
Revised Total	<u>\$532,908.53</u>	+ 13.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.61% over the original budget for an **Authorized to Date Amount** of \$516,743.53.

Approval of this extra will place the authorized status of the contract 13.04% or \$61,470.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1

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

CM 2		
Cored Opening, 6 inch	53.000 Ea @ \$305.00/Ea	<u>\$16,165.00</u>
Total		<u>\$16,165.00</u>

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

The contractor was directed to connect storm sewer service leads from each establishment to the storm sewer main line. Storm sewer service leads were inadvertently omitted from the original project plans during the design phase but were necessary to complete the project work. This connection was made with a cored opening in the storm sewer. The extra item Cored Opening, 6 inch will compensate the contractor for this work and all necessary work to complete construction and installation of the 6 inch storm sewer leads. This extra work is 100 percent funded by the local agency. The extra cost for Cored Opening, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work and MDOT’s Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 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, 81.69%; City of Lansing, 18.31% (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: 48911.

413. **Extra 2005 - 101**

Control Section/Job Number: 41401-56384 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: Dykema Excavators, Inc.
1730 Three Mile Road N E
Grand Rapids, MI 49505

Designed By: Local Agency
Engineer’s Estimate: \$1,756,331.40

Description of Project:
0.56 mi of road reconstruction, including hot mix asphalt pavement, concrete pavement, concrete curb and gutter, drainage structures, sanitary sewer, water main, and street lighting on Clyde Park Avenue from Burton Street to Chicago Drive in the cities of Grand Rapids and Wyoming, Kent County.

Administrative Board Approval Date: June 1, 2004

Contract Date:	June 9, 2004	
Original Contract Amount:	\$1,671,745.21	
Total of Overruns/Changes (Approved to Date):	(42,330.17)	- 2.53%
Total of Extras/Adjustments (Approved to Date):	59,617.32	+ 3.57%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>202,191.77</u>	<u>+ 12.09%</u>
Revised Total	<u>\$1,891,224.13</u>	+ 13.13%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.04% over the original budget for an **Authorized to Date Amount** of \$1,689,032.36.

Approval of this extra will place the authorized status of the contract 13.13% or \$219,478.92 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 5

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

CM 1

30" Storm Sewer C-76-III	709.000 Ft @ \$115.00/Ft	\$81,535.00
24" Storm Sewer C-76-III	235.000 Ft @ \$95.00/Ft	22,325.00
21" Storm Sewer C-76-III	43.500 Ft @ \$87.50/Ft	3,806.25
18" Storm Sewer C-76-III	341.000 Ft @ \$65.00/Ft	22,165.00
15" Storm Sewer C-76-III	95.500 Ft @ \$60.00/Ft	5,730.00
6" Roof Drain	22.000 Ft @ \$15.00/Ft	330.00
Re-line Existing 15" Storm Sewer	261.000 Ft @ \$97.32/Ft	25,400.52
Tie into Existing Silver Creek Drain	1.000 Ea @ \$3,500.00/Ea	3,500.00
Rebuild Existing Manholes	5.000 Ea @ \$1,000.00/Ea	5,000.00
Tie into Existing Manholes	5.000 Ea @ \$950.00/Ea	4,750.00
Core Bore for Roof Drains	2.000 Ea @ \$350.00/Ea	700.00
Remove and Replace Gravel	1,400.000 Syd @ \$8.25/Syd	11,550.00
Remove and Replace Gravel and Asphalt	280.000 Syd @ \$55.00/Syd	<u>15,400.00</u>
Total		<u>\$202,191.77</u>

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

During construction operations, exposed portions of the existing storm sewer between Griggs Street and Crofton Street showed signs of failure due to severe cracking. The storm sewer was video taped to determine the extent of the damage. The storm sewer video tape documented signs of pipe failure along the bottom of the pipe and severe cracking throughout the pipe. It was decided to replace the storm sewer because of the existing deterioration of the pipe. This sewer replacement will provide the proper roadway support and conveyance of runoff storm water. The design phase did not uncover a history of problems with this storm sewer; therefore, the original design did not include replacement of the storm sewer. The storm sewer was replaced and upsized to better serve the drainage district. The new pipe sizes were based on the review of the drainage district and designed using the typical rational method for a ten year storm event. This work involves the following pay items: 30" Storm Sewer C-76-III; 24" Storm Sewer C-76-III; 21" Storm Sewer C-76-III; 18" Storm Sewer C-76-III; and 15" Storm Sewer C-76-III.

Several additional pay items were necessary while replacing the deteriorated storm sewer.

A roof drain lead was placed to the property line for a local establishment to properly direct storm sewer runoff. This work was completed with the extra item 6" Roof Drain.

A tie in was required for the new sewer storm to tie into the existing storm sewer system. This work includes cutting the existing storm sewer pipe, supplying and installing the proper collar, and connecting the sewer pipes. The pay item Tie into Existing Silver Creek Drain was established to pay for this work.

Five manholes were rebuilt in conjunction with the storm sewer replacement. The rebuilt manholes will allow the proper connection and maintenance of the storm sewer system. The pay item Rebuild Existing Manholes was established to pay for this work.

Several new tie-ins were required to the existing storm system at each intersection. These connections included coring the manhole and fitting the pipe into the manhole in conjunction with proper grouting and sealing. The extra item Tie into Existing Manholes was established to pay for this work.

Existing roof drain connections were replaced to the new storm sewer. These roof drains were previously installed to the existing storm sewer system. The extra item Core Bore for Roof Drains was established to pay for this work.

The contractor was directed to remove and replace gravel between Griggs Street and Crofton Street. This work was completed to facilitate placement of the new storm sewer. The extra item Remove and Replace Gravel was established to pay for this work.

The contractor was directed to remove and replace the gravel and asphalt at four project intersections. This work allowed the placement of the storm sewer crossings necessary for proper water conveyance in the new storm sewer. The extra item Remove and Replace Gravel and Asphalt was established to pay for this work.

The existing storm sewer between Crofton Street and Chicago Drive was also video taped and determined to be deteriorated, but not collapsing. The replacement of this storm sewer section would require the removal and replacement of newly placed concrete and asphalt pavement, and closure of Clyde Park to vehicular traffic. It was determined that the best engineering approach was to line this section of sewer pipe. This work involves the pay item Re-line Existing 15" Storm Sewer.

The extra cost for all work on this contract modification was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra costs were determined to be reasonable when compared to similar sewer work on local projects.

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 August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 2005.

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

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Grand Rapids, 18.15%.

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

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

*Denotes a non-standard contract/amendment

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: 49509.

414. **Extra 2005 - 102**

Control Section/Job Number: 73171-75175 MDOT Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Interstate Highway Construction
 P.O. Box 4356
 Englewood, CO 80155
 Designed By: MDOT
 Engineer's Estimate: \$37,169,137.19

Description of Project:

7.20 mi of concrete overlay, shoulder widening, drainage and safety improvements on I-75, from M-57 north to Birch Run Creek, and widening, overlay and substructure repairs on B03 over Pine Run Creek, in Vienna and Birch Run Townships, Genesee and Saginaw Counties.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 7, 2004	
Original Contract Amount:	\$31,394,459.83	
Total of Overruns/Changes (Approved to Date):	(1,356,691.41)	- 4.32%
Total of Extras/Adjustments (Approved to Date):	2,093,930.64	+ 6.67%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,989.24</u>	<u>+ 0.04%</u>
Revised Total	<u>\$32,145,688.30</u>	+ 2.39%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.35% over the original budget for an **Authorized to Date Amount** of \$32,131,699.06.

Approval of this extra will place the authorized status of the contract 2.39% or \$751,228.47 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-29	12 r. 1	\$187,097.38	03/15/05
2005-91	2, 18 r. 3, 19, 25	\$1,638,186.63	08/02/05

Contract Modification Number(s): 26

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

CM 26

Kelcris Pavement Patches NB I-75 2005

\$13,989.24

Total

\$13,989.24

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

CM 26

The engineer and contractor could not agree on a unit cost for extra work associated with pavement repair patches. Force account records were submitted and an agreement still could not be reached. The contractor filed a claim per Section 104.09 of the 2003 Standard Specifications for Construction. The claim was for extra compensation for work differing from the project proposal. A claim meeting was held at the TSC level. A negotiated settlement of the claim was reached between MDOT and the contractor. The contractor was claiming extra compensation for concrete pavement repair patches that were thicker than what was shown in the plans and proposal. An agreement was reached to pay for a portion of the requested cost when consideration was given to the differing site conditions. The extra cost for Kelcris Pavement Patches NB I-75 2005 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. This extra item will compensate the contractor for work on northbound I-75. A previous submittal of a portion of this claim was for work on southbound I-75. The cost was deemed reasonable when the individual claim items were compared with similar work in MDOT's Average Unit Price Index and similar work bid on 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 is now recommended for approval by the State Administrative Board.

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

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 48415.

415. **Extra 2005 - 103**

Control Section/Job Number:

82022-45686A

MDOT Project

State Administrative Board -

This project exceeds the 6% Ad Board limit for reviewing extras. This project has three individual extras that exceed the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission -

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

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

Designed By: Consultant
 Engineer's Estimate: \$55,787,287.39

Description of Project:

4.20 mi of freeway reconstruction, realignment, interchange reconstruction, concrete pavement, shoulders, and bridge replacements on I-94, Pelham Road to Beech Daly Road, over US-24 and Pelham Road, under Ecorse Road and Norfolk Southern Railroad, and on US-24, Ecorse Road to Van Born Road, in the cities of Taylor, Dearborn Heights and Allen Park, Wayne County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$56,869,331.33	
Total of Overruns/Changes (Approved to Date):	(707,232.57)	- 1.24%
Total of Extras/Adjustments (Approved to Date):	8,123,709.30	+ 14.28%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>740,342.70</u>	<u>+ 1.30%</u>
Revised Total	<u>\$65,026,150.76</u>	+ 14.34%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.04% over the original budget for an **Authorized to Date Amount** of \$64,285,808.06.

Approval of this extra will place the authorized status of the contract 14.34% or \$8,156,819.43 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-69	5 r.13, 15 r.5, 16 r.15,17 r.2, 18, 19, 21	\$6,423,193.19	10/05/04
2005-18	23 r. 7, 24 r. 29	\$244,098.50	02/01/05
2005-39	28 r. 9, 29 r. 6, 31 r. 11, 32 r. 4, 33 r. 7	\$669,703.84	04/05/05
2005-64	36	\$862,094.22	06/07/05

Contract Modification Number(s): 39 r. 3, 41

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

CM 39

Joint, Contraction, Cp (VECP Adjusted Price) 986.200 Ft @ \$14.61/Ft \$14,408.38
 Total \$14,408.38

CM 41

Exploratory Digging, Soft Dig, Vac-Truck \$5,000.00
 F.A. Barrier Wall Replacement on Pile
 Supported Pavt. At Ramp to M-39 9,949.52

*Denotes a non-standard contract/amendment
 8/29/05

Video Taping Sewer & Culv Pipe, 40 inch	67.100 Ft @ \$0.85/Ft	57.04
#2 Triplex	10.000 Ft @ \$4.50/Ft	45.00
DTE Mini Manhole 8x4x6	1.000 Ea @ \$4,700.00/Ea	4,700.00
S-13, S-14 Underbridge Lighting		175,000.00
Raise / Lower Tower Lights	7.000 Ea @ \$252.40/Ea	1,766.80
Furnish & Install 1000 Watt Lamp	4.000 Ea @ \$65.75/Ea	263.00
Weekly Pump Rental	12.000 Wk @ \$770.00/Wk	9,240.00
Luminaire, 400W High Pressure Sodium		
Temporary Lighting	1.000 Ea @ \$212.00/Ea	212.00
Sodding	25.900 Syd @ \$3.50/Syd	90.65
Topsoil Surface, Furn, 3 inch	25.900 Syd @ \$2.00/Syd	51.80
S-13, S-14 Uplighting Conduit		50,000.00
Fill, Lightweight, EPS Block-Increase In		
Material S-13/14	3,529.000 Cyd @ \$34.32/Cyd	121,115.28
Remobilization for Water Main Jack Bore		
R.R. X02		8,836.25
Temporary Concrete Pavement 8"	194.500 Syd @ \$80.00/Syd	15,560.00
Dismantle, Salvage and Store Tower Light	3.000 Ea @ \$7,300.00/Ea	21,900.00
S-13/14 Anchor Bolt Revision Abutment B		10,520.58
Traffic Signal Modifications for US-24 Closure		18,000.00
S-13/14 Traffic Signals		250,000.00
Temporary Concrete Pavement 8" City of	173.300 Syd @ \$80.00/Syd	
Taylor		13,864.00
Chain link Fence Repair (Cypress)		1,230.00
Chain link Fence Repair (Pardee)		1,781.60
Remove Curb or Curb & Gutter	644.400 Ft @ \$7.00/Ft	4,510.80
Sewer Bulkhead, 18 inch	2.000 Ea @ \$220.00/Ea	440.00
Sewer Bulkhead, 24 inch	4.000 Ea @ \$275.00/Ea	1,100.00
Sewer Bulkhead, 30 inch	2.000 Ea @ \$350.00/Ea	700.00
Total		<u>\$725,934.32</u>
Grand Total		<u>\$740,342.70</u>

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

CM 39

The extra work item Joint, Contraction, Cp (VECP Adjusted Price) was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

In accordance with the Special Provision for Value Engineering Change Proposal contained in the proposal, the contractor submitted a proposal to change the material used to seal concrete joints. The request was for the substitution of hot poured rubber in lieu of the planned neoprene sealant. The proposal was accepted and reduced the overall cost to the project on a previous contract modification. The extra cost for Joint, Contraction, Cp (VECP Adjusted Price) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 41

The following extra work items were established on previous contract modifications: Exploratory Digging, Soft Dig, Vac-Truck; F.A. Barrier Wall Replacement on Pile Supported Pavt. At Ramp to M-39; Video Taping Sewer & Culv Pipe, 40 inch; #2 Triplex; DTE Mini Manhole 8x4x6; Raise / Lower Tower Lights;

*Denotes a non-standard contract/amendment

Furnish & Install 1000 Watt Lamp; Weekly Pump Rental; Luminaire, 400W High Pressure Sodium Temporary Lighting; Sodding; and Topsoil Surface, Furn, 3 inch. These increases will adjust previously authorized quantities to the current as-constructed quantities, unless otherwise noted.

The extra work item Exploratory Digging, Soft Dig, Vac-Truck was established to compensate the contractor for exploratory digging to locate utility and unknown buried facilities. This exploratory digging will reduce the possibility of damage to existing facilities. The cost for Exploratory Digging, Soft Dig, Vac-Truck is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The extra item F.A. Barrier Wall Replacement on Pile Supported Pavt. at Ramp to M-39 was previously established to set up a budget for construction of a concrete barrier wall. The project plans called for a barrier wall transition from the existing barrier to the new barrier at the east end of the project. The existing wall had significantly more damage than anticipated during the design phase. Therefore, additional barrier wall was removed and replaced. Force account records have been submitted by the contractor and the costs verified by the project office. The estimated budget amount that was previously established has been exceeded. This increase to the extra work item is for the final amount due to the contractor. The extra cost for this item is based on daily force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The extra work item Video Taping Sewer & Culv Pipe, 40 inch was established to inspect and clean the existing sewer system. This will allow project staff to determine if the sewer and culvert pipes should be salvaged or replaced. These items were omitted during the design phase. The cost for Video Taping Sewer & Culv Pipe, 40 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was deemed reasonable when compared with similar project bid items.

The contractor was directed to maintain all existing interchange lights that were not in conflict with construction operations. Additional wiring was necessary for lighting repairs that were made during the winter. The realignment of a temporary ramp caused the existing light to be very close to snow removal operations and the melting snow short-circuited the light, at which time the contractor was directed to make repairs. The extra cost for #2 Triplex was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items.

Additional electric manholes were installed as the conduit runs from the project pump station have increased because the power for the traffic signals was moved from the west abutment to the east abutment. The electrical conduit runs were altered as the installation of the backup generator is providing backup electricity to the traffic signals and the pump station. The increased manhole quantity is a result of the additional conduit runs which were installed from the pump station to the east abutment. The cost for extra item DTE Mini Manhole 8x4x6 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is considered reasonable when compared to similar bid items on the project.

The original establishment of the extra item S-13, S-14 Underbridge Lighting was completed on a previous contract modification. The amount established was previously budgeted at \$75,000. The original budgeted amount was estimated by comparing standard underbridge lighting systems with the proposed underbridge lighting system. This projects underbridge lighting system has the potential to be very costly to maintain the lights. The single point interchange will require additional traffic control to service the light fixtures, thus causing more vehicular delay. MDOT and the project designers have now specified a light fixture with a service life up to 5 times greater than the one originally specified in order to reduce maintenance of the lights. The new light has a specialized fixture that costs more than the original specified light. The additional costs are outweighed by the reduction in maintenance and vehicular delay. The increase in cost is also due to the dampening system that is being added to these fixtures for the purposes of attaching them

to the underside of the bridge deck. The dampening system is being installed for the purpose of decreasing the vibrations that will be transferred to the light filaments in the fixture. Typical underbridge lights are fixed to items such as abutments or piers, which do not have dynamic movement. The sizes of the bridge decks dictate the attachment location of the lights and the bridge decks may have vertical movement due to the maintenance of traffic. The final cost for S-13, S-14 Underbridge Lighting will be negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost will be compared to similar items of work and MDOT's Average Unit Price Index to determine reasonableness.

The contractor was directed to maintain the existing tower lights during construction operations, which will provide visibility and improve safety for the traveling public. The following two extras will allow the completion of this task. Extra item Raise/Lower Tower Lights will compensate the contractor for raising and lowering the lights to maintain or repair the luminaries within the lighting unit and extra item Furnish & Install 1000 Watt Lamp will compensate the contractor for providing and installing a new lamp in the tower light units when necessary. The costs for these items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and both were deemed reasonable when compared to similar items in the region.

Temporary pumps were installed to remove storm water at the pump station after completion of the new storm sewer system. The temporary pumps that were maintaining drainage from the proposed system to the old pump station were required to remain operational for a period of 12 weeks. The electrical service to the proposed pump station was not provided in a timely manner, which affected how the runoff water was pumped into the existing station. A temporary pump was necessary until the pump station electrical service was established. The extra item Weekly Pump Rental will reimburse the contractor for weekly rental/maintenance charges and electrical service for the temporary pump during the active use period. The extra cost for Weekly Pump Rental was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was deemed reasonable when compared with the similar region force account work.

The contractor was directed to install temporary lighting for ramps at the US-24 and I-94 interchange until the permanent lighting was installed. Additional maintenance was required to replace a damaged luminaire on one of the temporary lights within the existing interchange. The cause of the damage could not be determined, so the contractor was directed to make the necessary repairs. The extra cost for Luminaire, 400W High Pressure Sodium Temporary Lighting was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project items.

Several areas were required to be restored to the original condition, which was grass sod in nature. These areas were restored with sodding material and related items. Additionally, the sodding provided soil erosion protection for late season work. Fertilizer and topsoil were necessary for preparation of the ground prior to placement of the sod. Sodding was then placed and appropriately watered to aid in establishment of the grass sod. The cost for the extra items Sodding and Topsoil Surface, Furn, 3 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and compare favorably to MDOT's Average Unit Price Index.

The following items are newly established extra work items.

The engineer directed the contractor to change the locations of the arch bridge uplighting conduits. The conduits are to be relocated from the webs of the transverse beams to the top flanges. The conduits were removed from the webs of the beams for aesthetic reasons. The conduit runs as shown on the plans were not uniform or consistent with the contours of the structure. The conduits on the arch bridges were relocated to conceal as much as possible of the electrical applications, thus adding to the aesthetic value. The extra item S-13, S-14 Uplighting Conduit is being created to establish a budget for the conduit relocation. The materials have been changed from the original plan in order to be painted to match the color of the structure. The final cost for this extra work will be negotiated per Section 103.04 of the 2003

Standard Specifications for Construction. The cost will be compared with similar bid items to determine the reasonableness.

The contract controlling operation was delayed due to the addition of temporary sheet pile work for the proposed thrust blocks. Additional sheeting was placed when the limits of excavation were established. In accordance with Subsection 109.03.A.4 of the 2003 Standard Specifications for Construction, the contractor was delayed as a result of a design issue. The project delay was 143 days and affected the procurement and installation of backfill materials. The contractor submitted a request for an increase in cost for backfill materials. The contractor submitted invoices for the materials that were used on similar projects at the time that the materials were to be originally installed on this project. The price adjustment requested with this item is for the difference in material cost between the scheduled time of installation and the later time of actual installation. The difference in material cost on the invoices is the basis for compensation. The extra cost for Fill, Lightweight, EPS Block-Increase in Materials S-13/14 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was reviewed for reasonableness with material costs on similar region projects. The alternative dispute resolution process will be reviewed with regard to additional cost, where design plans do not adequately portray what was required to be built.

A water main was to be installed by jack and bore operations under the Norfolk Southern Railroad. The contractor began construction operations to install the water main when it was discovered that a permit from the railroad was not obtained by the local agency. The contractor was then informed by MDOT that construction operations must cease until the proper permit was obtained. The contractor was directed to backfill the excavated area to maintain a safe roadway and railway site until approval of the permit. A permit was received weeks later and water main work commenced. The contractor performed additional excavation work due to the delay and crews were required to remobilize to the work site. The contractor submitted a request for extra compensation for this delay. The extra item Remobilization for Water Main Jack Bore R.R. X02 is 100 percent funded by the local agency. The extra cost for Remobilization for Water Main Jack Bore R.R. X02 was determined by a comparison of force account records from prior to and after the shutdown. The extra cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the force account records.

The engineer directed a change to the construction staging along US-24. The contractor was directed to construct the necessary sewer crossings to maintain proper drainage prior to pavement removal and stage construction operations. These sewer crossings were completed prior to asphalt being available. The work was completed before seasonal weather limitations for asphalt were lifted and therefore, concrete pavement was placed. The concrete specified an accelerated mix that cures quickly to minimize lane closures. The extra cost for Temporary Concrete Pavement 8" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work and MDOT's Average Unit Price Index. The extra cost for this work will be partially offset by a future reduction in the original pay item Hand Patching.

The planned median ditch grades on I-94 were 8 to 10 feet below the top of the existing light tower foundations. The grading of the ditch grades to the planned elevations would have caused significant undermining of the 100 foot tower light foundations. The contractor was directed to construct new light tower foundations in the median, and then place the existing light towers on the new foundations. The contractor was directed to remove the tower lights from the existing foundations and in some circumstances remove the lights from the project site. These lights were stored until construction operations permitted the re-installation of the lights. The conflicting elevations were not discovered during the design phase. The extra item Dismantle, Salvage & Store Tower Light will compensate the contractor for the extra work required to remove, store and re-install the tower lights. The cost for this item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared to similar bid costs.

Project designers changed the anchor bolt and bearing pad design on the abutment B side of the arch bridge structure. The original design did not allow for the removal of the anchor bolts. The revised plan allows the removal of the anchor bolts for maintenance purposes. The plan revision will allow the bolts to be attached to the abutment with additional mechanical systems, which will allow future removal and replacement of the bearing pads. The extra cost for S-13/14 Anchor Bolt Revision Abutment B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared to daily records and similar force account work.

MDOT revised the detour routes for the total closure of US-24 to utilize county roads. The revised routing will allow the erecting of the center sections of the new arch bridge structure. The detour routes were revised as MDOT allowed the total closure of US-24 on a weekday versus the planned weekend day. The detour routes were altered to handle the larger work week traffic volumes. Two traffic signals on the detour route were upgraded to allow a left turn phase. MDOT requested permission from Wayne County to upgrade the traffic signals on the days that US-24 was closed. This work was coordinated with MDOT, the contractor and Wayne County personnel. The extra item Traffic Signal Modifications for US-24 Closure will compensate the contractor for labor, equipment, and materials necessary to complete the traffic signal upgrades. The extra cost for Traffic Signal Modifications for US-24 Closure was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project bid items.

The MDOT Traffic and Safety area requested that the project designers alter the traffic signals from using incandescent signals to light emitting diode (LED) signals for the new single point interchange. The LED signals will coincide with the backup generator and battery backup systems being added to the interchange. The LED signals will provide greater visibility, improved safety and reduce the voltage required to power the standard traffic signals. The constructability of the original plans for the layout of the traffic signal conduit runs within the bridge deck and structure backfill were in question. The engineer directed the project designers to investigate alternative conduit sizes and revised means for the installation of the conduits. The alternatives would reduce the maintenance of the system and alleviate the constructability concerns. The resulting changes involved a significant design revision, which altered the materials as well as the means and methods of construction for the traffic signal conduits. The extra work item S-13/14 Traffic Signals is being created to establish a budgeted amount for the revised materials and installation methods for installing the traffic signals within the arch bridges. The final method of payment will be negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost will be compared with similar items of work or MDOT's Average Unit Price Index to determine the reasonableness. The extra cost for this work will be partially offset by a future reduction in the original bid item Conduit, Schedule 80 PVC, 3 inch, Structure. This extra work will be reviewed with the alternative dispute resolution process with regards to the design plans adequately portraying the work to be built.

Water main crossings utilized an accelerated concrete mix to allow the intersections of US-24 at Cypress Street and the Ecorse Road ramps to be open to traffic within 24 hours after construction operations were completed. Concrete was utilized to restore the pavement because the water main work commenced during the seasonal limitations for asphalt. This extra work is 100 percent funded by the local agency. The extra cost for Temporary Concrete Pavement 8" City of Taylor was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work items in the region. The extra cost for this work will be partially offset by a future reduction in the original pay item Hand Patching.

The water main at northbound US-24 and Cypress Street was in conflict with a specialty fence for a business that operated within the southeastern corner of the intersection. The specialty fence was removed and then replaced after work was completed. This extra work is 100 percent funded by the local agency. The extra cost for Chainlink Fence Repair (Cypress) was negotiated per Section 103.04 of the 2003

Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items.

The contractor was directed to remove and replace a fence that was located within a city of Taylor runoff drainage outlet that feeds into MDOT's freeway drainage system. The removal of the fence allowed MDOT to complete additional ditching work, which improved water conveyance in the drainage ditch. The chainlink fence at this location near Pardee Road required special installation methods and materials to span the city drainage outlet. The extra cost for Chainlink Fence Repair (Pardee) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared with similar project bid items.

The staging plans depicted the placement of a temporary asphalt widening area to be constructed along the outside lanes of US-24. The existing curb and gutter in this area conflicted with the proposed work. The curb and gutter was removed to allow the placement of the temporary asphalt widening. This work was accidentally omitted from the project staging plans. The extra cost for Remove Curb or Curb & Gutter was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared to similar bid items.

Staging changes and a non-operational pump station caused several drainage modifications. The drainage modifications were completed to optimize the existing sewers and drainage ditches that were available during construction operations. The proposed and existing interchange drainage systems were modified to allow runoff water to be routed to the proper drainage location while the remaining drainage system was being constructed. The extra costs for Sewer Bulkhead, 18 inch; Sewer Bulkhead, 24 inch; and Sewer Bulkhead, 30 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable when compared to similar project bid costs.

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

These extras were recommended for approval by the State Transportation Commission at its August 25, 2005 meeting, and are now recommended for approval by the State Administrative Board on September 6, 2005.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 8.92%, City of Allen Park, 0.01%; City of Taylor, 1.07% (see above for specific pay item funding).

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

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

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

Selection: Low bid.

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

Zip Code: 48101, 48125, 48180.

416. **Extra 2005 - 104**

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):	719,884.69	+ 7.18%
Total of Extras/Adjustments (Approved to Date):	1,066,709.09	+ 10.64%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>\$53,246.20</u>	<u>+ 0.53%</u>
Revised Total	<u>\$11,866,966.64</u>	+ 18.35%

Offset Information

Total Offsets This Request	(7,896.69)	- 0.08%
Net Revised Request	\$45,349.51	+ 0.45%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.82% over the original budget for an **Authorized to Date Amount** of \$11,813,720.44.

Approval of this extra will place the authorized status of the contract 18.35% or \$1,839,839.98 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
2005-79	26 r. 3, 29 r. 2, 30 r. 2, 31 r. 2, 32 r. 1, 33 r. 2, 35 r 3	\$141,091.47	07/05/05

Contract Modification Number(s): 36 r. 2, 39, 40

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

CM 36
City Water Main Shutdown Delay \$4,723.41

Water Main Shutdown Delay – Exist 200mm	<u>3,173.28</u>
Total	<u>\$7,896.69</u>

CM 36 Offset Information

City Water Main Shutdown Delay	(\$4,723.41)
Water Main Shutdown Delay – Exist. 200mm	<u>(3,173.28)</u>
Total	<u>(\$7,896.69)</u>

Net Revised CM 36 Request	<u>\$0.00</u>
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CM 39

Driveway Rem, Special	2.000 ea @ \$1,375.00/ea	\$2,750.00
Sidewalk Joint Sealing, Special	1,500.000 m @ \$12.51/m	18,765.00
Driveway, Conc 200mm and Sidewalk Conc Special	2.000 ea @ \$6,363.00/ea	<u>12,726.00</u>
Total		<u>\$34,241.00</u>

CM 40

Acceleration Costs, 2004		\$5,593.51
Watering, Cultivating and Double Handling Trees	25.000 ea @ \$220.60/ea	<u>5,515.00</u>
Total		<u>\$11,108.51</u>

Grand Total

\$53,246.20

Total Offsets This Request	(\$7,896.69)
Net Revised Request	<u>\$45,349.51</u>

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

CM 36

The extra work items City Water Main Shutdown Delay and Water Main Shutdown Delay – Exist 200 mm were established on a previous contract modification. This contract modification will change the previously authorized quantity to the federal and state participating category. This was approved by the Federal Highway Administration on March 30, 2005. This water main work was required due to conflicts with road and sewer work. The original reasons for this work are described below.

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 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.

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.

CM 39

The contractor was directed to remove and replace two driveways. The removals were required to decrease the slope of the driveways in order to conform with MDOT's Standard Plan R-29C for maximum allowable driveway slope. The removal work includes sawcutting and removing the existing concrete driveway and approach, along with grading and compacting the underlying base course. The replacement work includes placement of concrete and adjacent sidewalk. The extra cost for Driveway Rem, Special and Driveway, Conc 200mm and Sidewalk Conc Special was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project items.

The contractor was directed to seal the joint between the new sidewalk and the adjacent building fascia as a result of the irregular interface between the two surfaces. The irregularity created gaps between the building and sidewalk, which allowed water infiltration into basements and foundations. This may also lead to premature deterioration of the sidewalk. The extra cost for Sidewalk Joint Sealing, Special 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.

CM 40

The extra work item Acceleration Costs, 2004 was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

In the original contract, the contractor was not allowed to perform work from March 29, 2004, until May 29, 2004, to accommodate a city of Dearborn Memorial Day Parade. This changed when the city of Dearborn changed their parade route due to project delays in 2003 caused by utility conflicts. The utility delays caused a delay in construction activities and only stage 1 was completed in 2003. The contractor then submitted a revised project schedule allowing them to work during the March 29, 2004, thru May 29, 2004, time period. Working during this time period and accelerating the remaining project schedule allows the project to meet the original completion date. The revised progress schedule was reviewed and it was determined that meeting the original completion date was imperative due to projects scheduled for the 2005 construction season, which are adjacent to this one. The extra item Acceleration Costs, 2004 was created to compensate the contractor for overtime work for additional roadway and underground crews working to meet the original contract completion date.

This contract modification increase in the extra item Acceleration Costs, 2004 is for overtime expended during the months of September through November 2004. This acceleration enabled the contractor to substantially complete project work and open all lanes to traffic in 2004. The overtime costs were determined based on the agreement made with the contractor when the extra was originally established. The cost on this contract modification is for overtime hours that were over the original estimated amount. The extra cost for Acceleration Costs, 2004 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is based on certified payrolls and was deemed reasonable.

The project progress clause required the contractor to complete all work for the east half of the project during the 2003 construction season. The contract was awarded on June 25, 2003; however, the contractor was unable to start the controlling operation of water main installation until September 2, 2003. Water main work was delayed because of conflicts with an existing telephone conduit system. The existing conduit runs the full length of the project and removal was necessary before water main work could commence. As a result, the contractor was unable to complete the 2003 scheduled work that included tree planting. The contractor was also delayed in the spring of 2004 because a local utility installed a new gas main on the west end of the project. The contractor could not resume work on the project until early May 2004. The landscape subcontractor purchased 25 trees in March 2004 with the intent to plant them during the spring season. The subcontractor watered and cultivated these trees for seven months at their yard. The

project status was reviewed in September 2004 and it was determined the contractor would not be able to complete the project. As a result, the 25 trees were delivered and planted on two other federally and state funded projects. The contractor is being compensated for the cost of labor, equipment and material to water, cultivate and double handle the trees they were unable to plant due to project related utility delays. The extra cost for Watering, Cultivating and Double Handling Trees was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to costs for similar work.

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 August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 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%.

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.

417. **Extra 2005 - 105**

Control Section/Job Number:	81406-56823	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:	Peter A. Basile Sons, Inc. 13000 Newburgh Road Livonia, MI 48150	
Designed By:	Consultant	
Engineer's Estimate:	\$319,340.75	

Description of Project:

Approximately 0.5 mi of hot mix asphalt surface removal, crack and seat existing concrete base, hot mix asphalt paving, water main installation, sidewalk, sidewalk ramp, curb and gutter repairs, pavement markings and restoration on Washtenaw Avenue from Hamilton Street to Huron Street in the city of Ypsilanti, Washtenaw County.

Administrative Board Approval Date: April 20, 2004

Contract Date:	June 14, 2004	
Original Contract Amount:	\$281,776.47	
Total of Overruns/Changes (Approved to Date):	75,301.09	+ 26.72%
Total of Extras/Adjustments (Approved to Date):	32,368.00	+ 11.49%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>24,295.13</u>	<u>+ 8.62%</u>
Revised Total	<u>\$413,740.69</u>	+ 46.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 38.21% over the original budget for an **Authorized to Date Amount** of \$389,445.56.

Approval of this extra will place the authorized status of the contract 46.83% or \$131,964.22 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

CM 4

Water Service, Additional Length	17.100 Ft @ \$55.00 / Ft	\$940.50
Miscellaneous Water Main Repairs	1.000 LS @ \$23,354.63 / LS	<u>23,354.63</u>
Total		<u>\$24,295.13</u>

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

The contract specified a pay item for water service, short, which pays for a water service up to 30 feet in length. The location of the proposed water main was relocated due to existing utility conflicts. The water main relocation created several water service leads that were longer than 30 feet. The contractor was directed to provide the additional length of water service and an extra work item was established. The cost for this extra work is 100 percent funded by the local agency. The cost for Water Service, Additional Length was negotiated per Sections 103.03 and 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

Several field repairs and delays were encountered during construction operations. The contractor was directed to make the repairs and was compensated for idle time on the delay issues. The repairs, included three water main repairs, one water service repair, one storm sewer repair, two additional remobilizations for incorrectly staked water service locations, an additional excavation for a water main valve, and delay due to inoperable valves. The cost for this extra work is 100 percent funded by the local agency. The cost for Miscellaneous Water Main Repairs was negotiated per Section 103.03 and 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects.

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 August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 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, 42.53%; City of Ypsilanti, 57.47%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48197.

OVERRUNS

418. **Overrun 2005 - 52**

Control Section/Job Number: 37424-76850A Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Crawford Contracting, Inc.
630 E. Superior Street
Alma, MI 48801

Designed By: Local Agency
 Engineer's Estimate: \$797,631.26

Description of Project:

0.51 mi of removing existing hot mix asphalt overlay, concrete pavement, and curb and gutter, construct storm sewer, sanitary sewer, curb and gutter and new hot mix asphalt pavement on Washington Street from Broadway Street to High Street (M-20), in the city of Mt Pleasant, Isabella County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 3, 2004	
Original Contract Amount:	\$649,298.52	
Total of Overruns/Changes (Approved to Date):	64,929.85	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	24,684.00	+ 3.80%
THIS REQUEST	<u>15,822.50</u>	+ <u>2.44%</u>
Revised Total	<u>\$754,734.87</u>	+ 16.24%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.80% over the original budget for an **Authorized to Date Amount** of \$738,912.37.

Approval of this overrun will place the authorized status of the contract 16.24% or \$105,436.35 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:

Sidewalk, Conc, 4 inch	6,329.000 Sft @ \$2.50/Sft	<u>\$15,822.50</u>
Total		<u>\$15,822.50</u>

Reason(s) for Overrun(s):

The existing sidewalk was in worse condition than originally anticipated. The contractor was directed to replace the additional areas of sidewalk that were in poor condition. The work item Sidewalk, Conc, 4 inch is 100 percent funded by the local agency.

Sidewalk, Conc, 4 inch, 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, 63.20%; City of Mt. Pleasant, 36.80% (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: 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: 48858.

419. **Overrun 2005 - 53**

Control Section/Job Number: 50609-59869A Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Florence Cement Company
12798 23 Mile Road
Shelby Twp., MI 48315

Designed By: Local Agency

Engineer's Estimate: \$223,241.00

Description of Project:

Construct right-turn lanes on northbound and southbound Hoover Road at 12 Mile Road intersection and on Ryan Road at 14 Mile Road from northbound Ryan Road to eastbound 14 Mile Road, in the city of Warren, Macomb County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	September 26, 2003	
Original Contract Amount:	\$194,963.30	
Total of Overruns/Changes (Approved to Date):	19,496.33	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	7,730.49	+ 3.97%
THIS REQUEST	<u>7,868.41</u>	+ <u>4.04%</u>
Revised Total	<u>\$230,058.53</u>	+ 18.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.97% over the original budget for an **Authorized to Date Amount** of \$222,190.12.

Approval of this overrun will place the authorized status of the contract 18.01% or \$35,095.23 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Conc Pavt w/Intg Curb, Nonreinf, 10 inch	96.000/Syd @ \$40.80/Syd	\$3,916.80
Sodding	731.780/Syd @ \$5.40/Syd	<u>3,951.61</u>
Total		<u>\$7,868.41</u>

Reason(s) for Overrun(s):

The existing pavement adjacent to the new right turn lane was deteriorated and lane ties could not be placed. Therefore, that pavement adjacent to the right turn lane was removed and replaced. This will provide the proper tie in roadway section for the new right turn lane. The additional work caused an overrun in the original bid item Conc Pavt w/Intg Curb, Nonreinf, 10 inch.

Additional utility poles were relocated away from the project curb and gutter to provide enhanced safety to the traveling public. The disturbed areas were restored with grass sod. The additional work caused an overrun in the original bid item Sodding.

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 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%; City of Warren, 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: 48093, 48092.

420. **Overrun 2005 – 54**

Control Section/Job Number: 73404-56079A Local Agency Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: Consultant
Engineer's Estimate: \$933,861.45

Description of Project:

Widen to 4 lanes, curb and gutter, and drainage improvements on Shattuck Road from Weinke Road to Center Road, Saginaw County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 15, 2004	
Original Contract Amount:	\$882,706.08	
Total of Overruns/Changes (Approved to Date):	88,270.61	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	38,472.00	+ 4.36%
THIS REQUEST	<u>6,892.33</u>	+ <u>0.78%</u>
Revised Total	<u>\$1,016,341.02</u>	+ 15.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.36% over the original budget for an **Authorized to Date Amount** of \$1,009,448.69.

Approval of this overrun will place the authorized status of the contract 15.14% or \$133,634.94 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:

Subbase, CIP 370.610 Cyd @ \$9.36/Cyd \$3,468.91

HMA Approach	34.200 Syd @ \$100.10/Syd	<u>3,423.42</u>
Total		<u>\$6,892.33</u>

Reason(s) for Overrun(s):

Additional Subbase, CIP material was necessary to complete the project work. The estimated bid amount was not sufficient to build the project to the plans and specifications.

Driveways within the project limits were extended to provide the proper slope as required in MDOT Standard Plan R-29-D. The amount of HMA Approach quantity was not sufficient to complete the project driveways as required.

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 recommended for approval by the State Administrative Board.

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

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

Funding Source: FHWA, 81.85%; Saginaw County, 18.15%.

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48603.

421. **Overrun 2005 - 55**

Control Section/Job Number:	82544-49917A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Six-S, Inc. 2210 Scott Lake Rd. Waterford, MI 48328	
Designed By:	Consultant	
Engineer's Estimate:	\$4,501,332.50	

Description of Project:

Approximately 2.07 km of concrete base with integral curb widening, bituminous resurfacing, bridge widening and superstructure reconstruction, to reconstruct road to four (4) lanes on Seven Mile Road from West Middlebelt Road to Inkster in Wayne County.

Administrative Board Approval Date: June 18, 2002

Contract Date:	July 30, 2002	
Original Contract Amount:	\$3,741,316.23	
Total of Overruns/Changes (Approved to Date):	374,131.62	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	51,520.54	+ 1.38%
THIS REQUEST	<u>88,035.68</u>	+ <u>2.35%</u>
Revised Total	<u>\$4,255,004.07</u>	+ 13.73%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.38% over the original budget for an **Authorized to Date Amount** of \$4,166,968.39.

Approval of this overrun will place the authorized status of the contract 13.73% or \$513,687.84 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Misc Subgrade Undercutting, Type IV	1,456.000 m3 @ \$36.28/m3	\$52,823.68
Pavt, Rem	8,803.000 m2 @ \$4.00/m2	<u>35,212.00</u>
Total		<u>\$88,035.68</u>

Reason(s) for Overrun(s):

Additional poor soils were discovered during construction operations. The contractor was directed to remove and replace the poor soil to provide the proper roadway support and drainage. This work caused an overrun in the original bid item Misc Subgrade Undercutting, Type IV.

In several areas, the pavement removed on Seven Mile Road consisted of bituminous pavement greater than 130mm overlying 240mm of concrete pavement. Subsection 204.04.A.2 of the 1996 Standard Specifications for Construction requires bituminous pavement greater than 130mm to be paid for separately. The removal of this layer was included in the original pavement remove quantities and should have been accounted for as additional quantities. This caused an increase in the original bid item Pavt, Rem.

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

This Overrun 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, 78.14%; Wayne County, 21.86%.

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: 48152.

422. **Overrun 2005 - 56**

Control Section/Job Number: 39555-76271A 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: Robert Bailey Contractors, Inc.
1727 Construction Drive
Kalamazoo, MI 49048

Designed By: Consultant
Engineer's Estimate: \$1,287,213.25

Description of Project:

1.81 mi of reconstruction including road realignment, clearing, tree removal, machine grading, subgrade undercutting, obliterate old road, erosion control, hot mix asphalt base crushing and shaping, subbase, aggregate base, hot mix asphalt surfacing, aggregate shoulders, drainage improvements, intersection improvements, traffic control, pavement markings, restoration and wetland mitigation on 42nd Street and 43rd Street from 800 feet south of TS Avenue northerly 1.80 mi to R Avenue in Climax Township, Kalamazoo County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 17, 2004	
Original Contract Amount:	\$1,113,000.00	
Total of Overruns/Changes (Approved to Date):	111,300.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>125,791.47</u>	+ <u>11.30%</u>
Revised Total	<u>\$1,350,091.47</u>	+ 21.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$1,224,300.00.

Approval of this overrun will place the authorized status of the contract 21.30% or \$237,091.47 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Subgrade Undercutting Type II	11,980.140 Cyd @ \$10.50/Cyd	<u>\$125,791.47</u>
Total		<u>\$125,791.47</u>

Reason(s) for Overrun(s):

*Denotes a non-standard contract/amendment
8/29/05

The existing soil was in worse condition than anticipated during the design phase. The unsuitable soil was removed and replaced to provide the proper roadway support.

The work item Subgrade Undercutting Type II 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 August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 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, 80.0%; State Restricted Trunkline, 20.0%.

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: 49088.

423. **Overrun 2005 - 57**

Control Section/Job Number:	33042-M60472	MDOT 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:	L & L Construction Co., Inc. 4195 Willoughby Road Holt, MI 48842	
Designed By:	MDOT	
Engineer's Estimate:	\$37,419.72	

Description of Project:

Replacement of trench drain structure cover and replacement of concrete pavement, along with curb and gutter, on M-43 (Saginaw Street) eastbound, east of the Larch Street intersection, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	August 17, 2004	
Contract Date:	October 07, 2004	
Original Contract Amount:	\$36,924.68	
Total of Overruns/Changes (Approved to Date):	3,692.47	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	200.00	+ 0.54%
THIS REQUEST	<u>5,638.78</u>	+ <u>15.27%</u>

*Denotes a non-standard contract/amendment
8/29/05

Revised Total \$46,455.93 + 25.81%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.54% over the original budget for an **Authorized to Date Amount** of \$40,817.15.

Approval of this overrun will place the authorized status of the contract 25.81% or \$9,531.25 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Pavement, Remove, Special	44.250 Syd @ \$59.21/Syd	\$2,620.04
Conc Pavt, Misc, Reinf, 12 inch	40.520 Syd @ \$74.50/Syd	<u>3,018.74</u>
Total		<u>\$5,638.78</u>

Reason(s) for Overrun(s):

The existing pavement was in worse condition than anticipated during the design phase. Additional concrete pavement was removed and replaced to allow the proper tie in for the new trench drain. Curb and gutter removal was included in the original pavement remove pay item, therefore; the quantities for removing and replacing the pavement are not equal. New curb and gutter was a separate pay item.

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 was recommended for approval by the State Transportation Commission at its August 25, 2005 meeting, and is now recommended for approval by the State Administrative Board on September 6, 2005.

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

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

Funding Source: State Restricted Trunkline, 100%.

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

Risk Assessment: 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: 48906.

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