

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
SPECIAL STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 28, 2005 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: September 30, 2005 – The Forum,
1st Floor, Michigan Library and Historical Center, 11:10 AM



SUBCONTRACTS

1.	Pat’s Gradall Service 820 South Jefferson Avenue P.O. Box 1603 Midland, MI 48641-1603	Low Bid: Eng. Estimate: % Under/Over Est.:	\$ 34,500 \$ 35,000 -1.4%
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Description of Work: Installation of Curb Islands and Drainage Items

Approval is requested to authorize the Midland County Road Commission to award a subcontract for the installation of two curb islands and drainage items on M-30 at Moore Road in Midland 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 December 15, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the installation of two curb islands and drainage items on M-30 at Moore Road in Midland County. Work will include asphalt paving and slope restoration.

Benefit: Will provide a safer access to two busy approaches.

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 curb is in need of replacement to make the road safer.

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: 48641.

2.	Triangle Excavators, Inc. Excavators Inc. 581 Ottawa Ave. Holland, MI 49423	Low Bid: Eng. Estimate: % Under/Over Est.:	\$ 108,503 \$ 100,000 +8 .5%
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Description of Work: Removal and Replacement of Sewage Pump Station

Approval is requested to authorize the Van Buren County Road Commission to award a subcontract for removal and replacement of the sewage pump station at the Glenn Rest Area in Van Buren County. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through October 21, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the removal and replacement of the sewage pump station at Glenn Rest Area in Van Buren County. Work will include traffic control.
Benefit: Will provide for a safe, clean, and sanitary rest area.
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: If the pumps are not replaced, the rest area could become unsafe for travelers.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49423.

CONTRACTS

3. HIGHWAYS (Real Estate) – Resolution “A” (Transfer Sale)
 Tract 796, Control Section 41064, Parcels 317, 318, 319, 320, 321, 322, Parts A

The subject tract is located in the township of Cascade, Kent County, Michigan, and contains approximately 17.93 acres. The Board of County Road Commissioners of the County of Kent indicated that this property was needed for a relocated county road. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The Board of County Road Commissioners of the County of Kent 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

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: 49546.

4. HIGHWAYS (Real Estate) – Resolution “B” (Transfer Sale)

Tract 797, Control Section 41064, Parcel 68AP, Part C, Parcel 107AP, Part B, Parcels 323 – 325, Parts A, Parcel 326, Part C, Parcel 331, Part A

The subject tract is located in the township of Cascade, Kent County, Michigan, and contains approximately 8.36 acres. The Board of County Road Commissioners of the County of Kent indicated that this property was needed for a relocated county road. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The Board of County Road Commissioners of the County of Kent 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

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: 49546.

5. *HIGHWAYS - IDS Time Extension

Retroactive Amendatory Contract (2000-0199/A3) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z7), for which additional time is needed for the completion of bridge design work for the M-59/Adams Road interchange project in the city of Rochester Hills, Oakland County. (See following item.) The original contract, which expired on March 9, 2005, provided for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be March 9, 2000, through March 9, 2006. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the ongoing project under authorization (Z7). No new authorizations will be issued under this contract.

Benefit: Will allow for the completion of work under authorization (Z7), the M-59/Adams Road interchange project, in the city of Rochester Hills, Oakland County.

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

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

Risk Assessment: The risk of not approving this amendatory contract is that it will necessitate that the consultant stop all design work prior to the completion of the project. Should this occur, MDOT will be unable to complete the design as scheduled.

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

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

New Project Identification: Authorization 7 is for a new interchange at M-59/Adams Road. The existing interchange will be removed.

Zip Code: 48309.

6. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z7/R7) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the third phase bridge design services. The first two phases of the project were completed, but the third phase was delayed because of budget constraints. The original authorization, which expired on March 9, 2005, provided for design services to be performed for all work related to the bridge design work for the Adams Road interchange project in the city of Rochester Hills, Oakland County. The revised authorization term will be July 17, 2002, through March 9, 2006. The authorization amount remains unchanged at \$752,665.18. The contract term will be March 9, 2000, through March 9, 2006. (See previous item.) Source of Funds: 100% State Restricted trunkline Funds.

Purpose/Business Case: To extend the authorization term to provide sufficient time for the consultant to complete the design services. This project is separated into three phases due to budget constraints. This extension is necessary to allow for the completion of the third phase of the bridge design project.

Benefit: Will allow completion of the third phase of the bridge design, which will provide for the improvement of the capacity of the existing Adams Road Interchange and improve access to the local roadway system.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Failure to extend the expiration date will necessitate that the consultant stop all design work prior to the completion of the project. Should this occur, MDOT will be unable to complete the design of the last phase as scheduled.

Cost Reduction: Costs in professional services contracts are based on an actual cost and 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 project is for a new interchange at M-59/Adams Road in the city of Rochester Hills, Oakland County. The existing interchange will be removed.

Zip Code: 48309.

7. HIGHWAYS - IDS Construction Engineering Services
Authorization Revision (Z4/R3) under Contract (2002-0245) between MDOT and Construction Technical Specialists, LLC, will provide for additional final estimate reviews to be performed on an as-needed basis and will increase the original amount by \$10,970.44. The original authorization provides for final estimate reviews of completed construction projects to be performed on an as-needed basis in the Southwest Region (CS various - JN various). The authorization term remains unchanged, January 13, 2003, through January 17, 2006. The revised authorization amount will be \$109,437.24. The contract term is January 17, 2002, through January 17, 2006. 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 final estimate reviews of completed construction projects to be performed on an as-needed basis in the Southwest Region. MDOT is required to provide this service as part of its oversight responsibilities for local agency program administration throughout the region. This service is a requirement of the Federal Highway Administration. The timely completion of these services will reduce the number of overdue finals for local agency projects.

Benefit: Will provide for final estimate reviews that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

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: Failure to provide the services outlined would result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost and 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: 49001.

8. HIGHWAYS - IDS University Research Services
Authorization Revision (Z10/R2) under Contract (2003-0063) between MDOT and Michigan Technological University (MTU) will extend the authorization term by approximately one month to provide sufficient time for the university to complete the research services. The additional time is needed because MTU's planned PowerPoint presentation to MDOT of the study results is scheduled for late November 2005. The original authorization provides for research services to be performed for Phase II of the Log Truck Study, in compliance with Section 363 of MDOT's FY 2004 Appropriations Act. The revised authorization term will be November 3, 2004, through December 1, 2005. The authorization amount remains unchanged at \$106,187.24. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by approximately one month to allow MTU to make its presentation of the study results to MDOT at the scheduled time.

Benefit: The PowerPoint presentation will best communicate the results of the original research study.

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 the revision is not approved, MDOT will not have the opportunity to see the results of the original research study through the planned PowerPoint presentation.

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

New Project Identification: This is not a new project.

Zip Code: 49931.

9. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z7/R1) under Contract (2003-0265) between MDOT and Moore & Bruggink, Inc., will provide for additional as-needed inspection and testing services to be performed on various road projects in the Grand Rapids Transportation Service Center (TSC) service area, Kent County, and will increase the authorization amount by \$54,514.73 (CS various - JN various). The original authorization provides for as-needed inspection and testing services to be performed on various projects within the area of the Grand Rapids TSC. The authorization term remains unchanged, March 15, 2005, through May 7, 2006. The revised authorization amount will be \$154,219.87. The contract term is May 7, 2003, through May 7, 2006. 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 as-needed inspection and testing services to be performed on various road projects in the Grand Rapids TSC service area, Kent County. These services will support the delivery of the construction program in a timely manner.

Benefit: Adequate inspection and testing, as required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

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

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

Risk Assessment: The risk of not approving the additional as-needed construction inspection and testing services is that the Grand Rapids TSC will not have adequate inspection and testing on current projects, which could result in substandard work and possible loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost and 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: 49506 and 59546.

10. HIGHWAYS - IDS University Research Services

Authorization (Z2) under Contract (2004-0090) between MDOT and Western Michigan University will provide for the monitoring of traffic conditions, backups, and incidents on the I-94 corridor in Kalamazoo during the reconstruction of the Lovers Lane bridge over I-94. A small, remote-controlled aircraft with a video camera will be flown up and down I-94 and alternative routes to I-94 to view traffic flows and provide live-feed to a computer to help manage congestion and incidents in real time. During this reconstruction/widening project, two lanes of traffic will be maintained in each direction without shoulders for refuge. This is an unmanned aerial vehicle (UAV) research project to improve information gathering and mitigation efforts with real-time traffic flow information. The UAV technology will be evaluated in comparison with traditional incident mitigation techniques to determine if it could be effective for future MDOT projects and traffic monitoring on state trunklines. The authorization will be in effect from the date of award through nine months. The authorization amount will be \$110,663.44. The contract term is from February 9, 2004, through February 9, 2007, or until the last authorization is 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 monitoring of traffic conditions, backups, and incidents on the I-94 corridor in Kalamazoo during the reconstruction of the Lovers Lane bridge over I-94 using UAV technology to improve information gathering and mitigation efforts with real-time traffic flow information.

Benefit: Information gathered with UAV technology will be used to help to predict mobility, decrease congestion and user delays, decrease emissions, and decrease incident response times. The technology could also be applied to other MDOT construction and maintenance projects.

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 the UAV research project were not implemented, it could mean that traditional reactive incident mitigation will continue to be used with marginal success. It would also mean decreased safety for motorists and increased user delays. Without UAV technology, information from incidents would not arrive as fast, and would not be as accurate and timely. This lack of real time traffic flow information could lead to delayed incident mitigation response, increased emissions, driver frustration, and 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.

New Project Identification: This is a new project.

Zip Code: 49001.

11. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z8) under Contract (2004-0330) between MDOT and R. S. Engineering, LLC, will provide for the development of design plans for 7.77 miles of freeway signing upgrading on I-75 from M-3 to M-102, Wayne County (CS 82251, 82252 - JN 83123C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$289,997.21. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the development of design plans for 7.77 miles of freeway signing upgrading on I-75 from M-3 to M-102, Wayne County. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which includes freeway signing.

Benefit: Will improve public safety and preserve safety assets.

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: Increased public safety risks and loss of safety assets.

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

Zip Code: 48216.

12. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z7) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will provide for the development of design plans for 10.5 miles of freeway signing upgrading on M-39 from M-10 to I-94, Wayne and Oakland Counties (CS 63171, 82192 - JN 82797C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$357,985.82. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the development of design plans for 10.5 miles of freeway signing upgrading on M-39 from M-10 to I-94, Wayne and Oakland Counties. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which includes freeway signing.

Benefit: Will improve public safety and preserve safety assets.

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: Increased public safety risks and loss of safety assets.

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

Zip Code: 48328/48216.

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

Contract (2005-0482) between MDOT and Jerrils & 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.

14. HIGHWAYS - IDS Engineering Services

Contract (2005-0483) between MDOT and Parsons Brinkerhoff Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

15. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5371) between MDOT and the City of Bay City will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Ornamental street lighting work along Columbus Avenue from Johnson Street to Tuscola Street (Highway M-15).

Estimated Funds:

Federal Highway Administration Funds	\$151,959.00
City of Bay City Funds	<u>\$ 37,989.75</u>
Total Funds	<u>\$189,948.75</u>

STE 09071 – 83534; Bay County
Local Force Account

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

Benefit: Beautification of transportation system.

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

Commitment Level: 80% federal up to \$151,959 and the balance by the City of Bay City; based on estimate.

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

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

Selection: N/A.

New Project Identification: Beautification of existing roadway.

Zip Code: 48708.

16. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5396) between MDOT and the Clinton County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Reconstruction work along Chandler Road from State Road to Highway I-69.

Estimated Funds:

State Restricted Economic Development Funds	\$375,000
Clinton County Road Commission Funds	\$ 93,800
Total Funds	<u>\$468,800</u>

EDF 19566 - 82638

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 Clinton County Road Commission Funds.

Commitment Level: 80% state up to \$375,000 and the balance by Clinton County Road Commission; 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: 48808.

17. HIGHWAYS - IDS Engineering Services

Contract (2006-0031) between MDOT and Kem-Tec Land Surveyors 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 \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

18. *MULTI-MODAL - Time Extension

Amendatory Contract (99-0331/A2) between MDOT and the National Railroad Passenger Corporation (Amtrak) will retroactively extend the contract term by three years to provide time for Amtrak to eliminate additional privately-owned grade crossings along the federally-designated high-speed corridor. Federal regulations require that additional grade crossings be closed in order to allow train speeds to be increased to over 90 miles per hour. The closure program has been slowed because of pending judicial decisions and because of personnel changes at MDOT and at Amtrak. This time extension will allow the closure program to resume, which will ultimately allow changes for increased speeds and decreased travel times for the corridor. The original contract, which expired on December 31, 2004, provided state and federal funding for the removal of private highway/railroad grade crossings along Amtrak-owned right-of-way in Michigan. 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 July 13, 1999, through December 31, 2007. No costs will be incurred between the expiration of the original contract and the award of this amendment. The contract amount remains unchanged at \$1,166,420. Source of Funds: Federal Highway Administration Funds - \$966,420; FY 2003 State Restricted Comprehensive Transportation Funds - \$200,000.

Purpose/Business Case: To extend the contract term by three years in order to provide time for Amtrak to eliminate additional private grade crossing closures as required to meet federal regulations.

Benefit: As more private grade crossings are eliminated, the 90 mph train speed trackage can be extended for greater distances. Amtrak has recently received approval from the Federal Railroad Administration (FRA) to increase train speeds to 95 mph in select areas and will be implementing the change soon. The FRA will be approving 100 mph train speeds pending the completion of an on-going third-party safety audit. The closure program is a very important facet of the high-speed corridor improvements necessary to obtain passenger train speeds in excess of 100 mph.

Funding Source: Federal Highway Administration Funds - \$966,420; FY 2003 State Restricted Comprehensive Transportation Funds - \$200,000.

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

Risk Assessment: If this amendment is not awarded and additional closures accomplished, the areas for increasing train speeds above 90 will remain limited.

Cost Reduction: The costs have been reviewed by MDOT's Rail Passenger Section and found to be justified in comparison to alternative high-speed programs. Cost reductions will also be realized at each location closed, as there will be no future costs for the installation of signals or future maintenance of them.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

19-39. MULTI-MODAL - Specialized Services Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide 100 percent state funding for the FY 2006 Specialized Services Program, which provides operating assistance for coordinated transportation services for the elderly and people with disabilities. The funds will be used for eligible specialized services providers or public transit systems operating in counties and cities with unmet transit needs for the elderly and people with disabilities. Reimbursement is based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$.29 per vehicle mile for volunteer drivers. The authorizations will be in effect from October 1, 2005, through September 30, 2006. The total amount of the authorizations will be \$3,133,252. The terms of the master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The master

* Denotes a non-standard contract/amendment

agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$3,133,252.

	<u>Authorization/</u>	<u>Agency</u>	<u>Amount</u>
19.	2002-0003/Z18	Allegan County Board of Commissioners	\$ 93,692
20.	2002-0007/Z18	Ann Arbor Transportation Authority (Washtenaw County)	\$155,274
21.	2002-0013/Z13	Battle Creek, City of (Calhoun County)	\$ 81,329
22.	2002-0014/Z29	Bay Metropolitan Transportation Authority (Bay County)	\$121,553
23.	2002-0024/Z24	Capital Area Transportation Authority (Ingham County)	\$ 72,166
24.	2002-0028/Z14	Cheboygan County Board of Commissioners	\$ 50,384
25.	2002-0033/Z22	Detroit, City of (Wayne County)	\$331,691
26.	2002-0037/Z5	Friendship Centers of Emmet County	\$ 81,846
27.	2002-0046/Z13	Houghton, City of	\$ 51,078
28.	2002-0049/Z24	Interurban Transit Partnership (Kent County)	\$406,791
29.	2002-0055/Z18	Kalamazoo, City of	\$107,635
30.	2002-0058/Z9	Key Opportunities, Inc. (Hillsdale County)	\$ 50,048
31.	2002-0060/Z17	Livingston County Board of Commissioners	\$ 52,562
32.	2002-0064/Z22	Marquette County Transit Authority	\$ 51,771
33.	2002-0066/Z27	Mass Transportation Authority (Genesee County)	\$269,362
34.	2002-0072/Z13	Muskegon County Board of Commissioners	\$ 57,511
35.	2002-0094/Z5	Ottawa County Board of Commissioners	\$138,354
36.	2002-0082/Z15	Saginaw Transit Authority Regional Services	\$ 86,860
37.	2002-0086/Z20	Shiawassee Area Transportation Agency	\$ 68,817
38.	2002-0088/Z31	Suburban Mobility Authority for Regional Transportation (Southeast Michigan)	\$691,746

* Denotes a non-standard contract/amendment

39. 2002-0091/10 Upper Peninsula Community Services, Inc. \$112,782
(Dickinson County)

Purpose/Business Case: To provide operating assistance for coordinated transportation services for the elderly and people with disabilities.

Benefit: Increased public transportation services.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$3,133,252.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of services for the elderly and disabled.

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

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

40-48. MULTI-MODAL - Specialized Services Program

The following project authorizations issued against master agreements between MDOT and the following agencies will provide 100 percent state funding for the FY 2006 Specialized Services Program, which provides operating assistance for coordinated transportation services for the elderly and people with disabilities. The funds will be used for eligible specialized services providers or public transit systems operating in counties and cities with unmet transit needs for the elderly and people with disabilities. Reimbursement is based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$0.29 per vehicle mile for volunteer drivers. The authorizations will be in effect from October 1, 2005, through September 30, 2006. The total amount of the authorizations will be \$303,614. The terms of the master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$303,614.

<u>Agreement</u>			
	<u>Number</u>	<u>Agency</u>	<u>Total</u>
40.	2002-0017/Z5	Benzie County Council on Aging	\$34,886
41.	2002-0021/Z20	Branch Area Transit Authority (Branch County)	\$27,835
42.	2002-0032/Z5	Delta County Board of Commissioners	\$38,889
43.	2002-0043/Z6	Handicappers Information Council and Patient Equipment Locker, Inc. (Gratiot County)	\$36,187
44.	2002-0062/Z9	Mackinac County Board of Commissioners	\$25,325
45.	2002-0067/Z18	Mecosta County Board of Commissioners	\$30,233
46.	2002-0073/Z9	Newaygo County Board of Commissioners	\$28,458
47.	2002-0078/Z7	Oscoda County Area Transit Specialists	\$43,684
48.	2002-0080/Z7	Presque Isle County Board of Commissioners	\$38,117

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide operating assistance for coordinated transportation services for the elderly and people with disabilities.

Benefit: Increased public transportation services.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$303,614.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of services for the elderly and disabled.

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

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 49809.

49. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z10/R1) under Master Agreement (2002-0029) between MDOT and the Clare County Board of Commissioners will add a line item for maintenance equipment and adjust funding between line items to allow the agency to purchase a replacement welder. The welder the agency currently has cannot be repaired. This revision will move \$2,000 from the building improvement line item to the maintenance equipment line item and will make the authorization consistent with the scope change approved by the Rural Task Force. The original authorization provides state matching funds for the agency's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. The authorization amount remains unchanged at \$31,200. 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 - \$24,960; FY 2004 State Restricted Comprehensive Transportation Funds - \$6,240.

Purpose/Business Case: To add a line item for maintenance equipment and adjust funding between the line items to allow the agency to purchase a replacement welder.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$24,960; FY 2004 State Restricted Comprehensive Transportation Funds - \$6,240.

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

Risk Assessment: If this revision is not approved, federal funds could be lost and the needed 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 a revision to an existing project.

Zip Code: 48625.

50. MULTI-MODAL - Section 5307 Capital Program

Project Authorization (Z16) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority will provide state matching funds for the City's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for facility renovation and the purchase of bus maintenance items. The authorization will be in effect from August 10, 2005, through August 9, 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 \$67,500. Toll credits in the amount of \$6,000 will be allocated as match for the purchase of maintenance items. The term of the master agreement is from

* Denotes a non-standard contract/amendment

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 - \$60,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$7,500.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$60,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$7,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding 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: 49203.

51. *MULTI-MODAL - Section 5311(f) Intercity Bus Program

Contract (2005-0553) between MDOT and the City of St. Ignace will provide state matching funds for the City's FY 2004 Federal Section 5311(f) Intercity Bus Program grant for land acquisition and architectural and engineering services related to the future construction of an intercity bus terminal in the city of St. Ignace. The contract amount will be \$387,000. The contract will be in effect from the date of award through eighteen months. Source of Funds: Federal Transit Administration Funds - \$309,600; FY 2006 State Restricted Comprehensive Transportation Funds - \$77,400.

Purpose/Business Case: To provide federal and state funding for land acquisition and architectural and engineering services for the future construction of an intercity bus terminal in the city of St. Ignace.

Benefit: Will ensure the reliability and continuity of intercity bus connections at St. Ignace and will provide a safe, secure environment for intercity bus passengers traveling to and from the Upper Peninsula with links to the national transportation system.

Funding Source: Federal Transit Administration Funds - \$309,600; FY 2006 State Restricted Comprehensive Transportation Funds - \$77,400.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this contract is not awarded, it will result in the loss of a safe, secure environment for intercity bus passengers and the risk of losing a reliable point of service connection for passengers traveling to and from the Upper Peninsula.

Cost Reduction: The cost of land acquisition will be the fair market value for comparable properties in the area. Architectural and engineering services are a quality-based selection.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49781.

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

Amendatory Contract (2005-0312/A1) between MDOT and the Menominee/Marinette Twin County Airport Commission (MMTCAC) will increase the contract amount by \$70,000 due to higher than anticipated construction bids. The original contract provides for the rehabilitation of runway 3/21 with an application of a porous friction course, including crack sealing, runway intersection grade correction, and paint marking for runways 3/21 and 14/32 and associated taxiways, and for the replacement of the taxiway E sign at the Menominee/Marinette Twin County Airport in Menominee, Michigan. The contract term remains unchanged, July 21, 2005, through July 20, 2025. The revised contract amount will be \$420,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$150,000	\$56,000	\$206,000
State Restricted Aeronautics Funds	\$179,062	\$12,250	\$191,312
MMTCAC Funds	<u>\$ 20,938</u>	<u>\$ 1,750</u>	<u>\$ 22,688</u>
Total	<u>\$350,000</u>	<u>\$70,000</u>	<u>\$420,000</u>

Purpose/Business Case: To increase the funding by \$70,000 to cover the costs to complete the project, as the low bid came in over the engineer's estimate.

Benefit: The improvements will enhance the safety of airport users. The replacement of the taxiway E sign is necessary to comply with an FAA letter of correction.

Funding Source: Federal Aviation Administration Funds - \$206,000; State Restricted Aeronautics Funds - \$191,312; MMTCAC Funds - \$22,688; Contract Total - \$420,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project cannot proceed as planned, as the additional funding is needed for project completion.

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 project.

Zip Code: 49858.

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

Amendatory Contract (2005-0327/A1) between MDOT and the Saginaw County Board of Commissioners will increase the contract amount by \$171,000 due to higher than anticipated construction bids. The original contract provides for the rehabilitation and expansion of an apron, the rehabilitation of taxiways, the relocation of a fuel farm, and improvements to the runway safety area at the Saginaw County H. W. Browne Airport in Saginaw, Michigan. The contract term remains unchanged, August 11, 2005, through August 10, 2025. The revised contract amount will be \$421,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$150,000	\$ 0	\$150,000
State Restricted Aeronautics Funds	\$ 89,063	\$153,900	\$242,963
Saginaw County Funds	<u>\$ 10,937</u>	<u>\$ 17,100</u>	<u>\$ 28,037</u>
Total	<u>\$250,000</u>	<u>\$171,000</u>	<u>\$421,000</u>

Purpose/Business Case: To increase the funds by \$171,000 due to higher than anticipated construction bids. The bids received came in over the engineer's estimate.

Benefit: Will enhance the safety of airport users and will comply with current FAA regulations.

Funding Source: Federal Aviation Administration Funds - \$150,000; State Restricted Aeronautics Funds - \$242,963; Saginaw County Funds - \$28,037; Contract Total - \$421,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the contract is reduced safety and noncompliance with FAA requirements.

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 project.

Zip Code: 48602.

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

Amendatory Contract (2005-0365/A1) between MDOT and the MBS International Airport Commission will increase the contract amount by \$422,000 due to an increase in federal funding for this project. The original contract provides for security system enhancements and the replacement of a flight information display system at the MBS International Airport in Saginaw, Michigan. The contract term remains unchanged, July 26, 2005, through July 25, 2025. The revised contract amount will be \$652,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$218,500	\$400,900	\$619,400
State Restricted Aeronautics Funds	\$ 5,750	\$ 10,550	\$ 16,300
MBS International Airport Commission Funds	<u>\$ 5,750</u>	<u>\$ 10,550</u>	<u>\$ 16,300</u>
Total	<u>\$230,000</u>	<u>\$422,000</u>	<u>\$652,000</u>

Purpose/Business Case: To increase the contract amount by \$422,000 due to an increase in federal funds for this project.

Benefit: Will provide the additional funding needed to complete the project.

Funding Source: Federal Aviation Administration Funds - \$619,400; State Restricted Aeronautics Funds - \$16,300; MBS International Airport Commission Funds - \$16,300; Contract Total - \$652,000.

Commitment Level: The contract is for a fixed cost.

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

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 project.

Zip Code: 48623.

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

Contract (2005-0554) between MDOT and the City of Bay City will provide federal and state grant funds for the design and construction of a fuel tank and the rehabilitation of an apron at the James Clements Airport in Bay City, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$484,260. Source of Funds: FAA Funds (via block grant) - \$253,756; State Restricted Aeronautics Funds - \$205,868; City of Bay City Funds - \$24,636.

Purpose/Business Case: To provide for the development of engineering plans and for the construction for the installation of a fuel tank and the rehabilitation of an apron.

Benefit: The design and construction of the fuel tank will meet current FAA standards. The completed fuel tank will allow the airport to sell fuel, providing a source of revenue for the airport. The apron rehabilitation will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$253,756; State Restricted Aeronautics Funds - \$205,868; City of Bay City Funds - \$24,636; Contract Total - \$484,260.

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.

* Denotes a non-standard contract/amendment

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 additional cost reductions.

Selection: N/A.

New Project Identification: The project consists of rehabilitation (apron) and new work (fuel tank). The percentage of new work is 45 percent.

Zip Code: 48708.

56. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z5) 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-119. 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.

57. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z4) issued under Master Agreement (2006-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for implementation of the Heritage Route Corridor management plan for US-41. 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.

* Denotes a non-standard contract/amendment

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: 49931.

58. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2006-0030) between MDOT and the City of Marquette will transfer jurisdiction of M-554 and the US-41 business route (BR) from MDOT to the City, as MDOT has determined that these roadways no longer serve as state trunkline highways, and will transfer jurisdiction of a portion (1.95 miles total distance) of McClellan Avenue from the City to MDOT. Funding of \$2,486,027 will be provided to the City for the design and construction of improvements to the transferred roadways. Jurisdiction will transfer upon the date of award. Source of Funds: State Restricted Trunkline Funds - \$2,486,027.

Purpose/Business Case: To provide for MDOT to transfer jurisdiction of the US-41 BR and M-554 to the City and the City to transfer a portion of McClellan Avenue to MDOT. Jurisdictional transfers of old, unsigned, or redundant state trunklines are made under the authority of P.A. 296 of 1969.

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

Funding Source: State Restricted Trunkline Funds - \$2,486,027.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of retaining old, unsigned roadways will outweigh any contract costs of performing the jurisdictional transfers in the future.

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

Selection: N/A.

New Project Identification: The contract is for the transfer of an existing roadway.

Zip Code: 49855.

59. TRANSPORTATION PLANNING - IDS Research Services

Contract (2006-0034) between MDOT and Michigan State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$25,000 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.

60. TRANSPORTATION PLANNING - IDS Research Services

Authorization (Z1) under Contract (2006-0034) between MDOT and Michigan State University (MSU) will provide for new archaeological research that will expand the previous research model to complete coverage of the Lower Peninsula and the eastern half of the Upper Peninsula. This project will also provide for the development of a new model directed at dune context statewide for archaeological sites. The authorization will be in effect from the date of award through March 30, 2007. The authorization amount will be \$261,421. The contract will be in

* Denotes a non-standard contract/amendment

effect from the date of award through three years. (See previous item.) Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: MDOT projects must be reviewed for any potential impacts on our cultural resources. This is in compliance with Section 106 of the National Historic Preservation Act (1968), the National Environmental Policy Act, and 4(f) of the Transportation Act, as amended, which stipulate that the undertaking agency using federal funds must consider any potential impacts to historic and/or archaeological resources eligible for and/or listed in the National Register of Historic Places.

Benefit: Will help to prevent negative impacts on irreplaceable archaeological resources.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds. The federal funds are provided under the federal Transportation Enhancement program within the category of Archaeological Research.

Commitment Level: This is an actual cost contract.

Risk Assessment: If this authorization is not approved, MDOT projects may be delayed and federal funds may be lost due to non-compliance with Section 106 of the National Historic Preservation Act and other laws and regulations.

Cost Reduction: If MDOT employs the archaeological research model proposed for development, fewer MDOT projects will require archaeological investigations, which will save time and money and will allow environmental review process efforts to be streamlined.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48824.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

61.	<u>US-131 Ramps at West River Drive, Comstock Park, Kent County</u> 41132-01-001	<u>Estimated Modernization Cost</u>
	FHWA Funds	\$58,961
	Total	<u>\$58,961</u>
62.	<u>US-131 NB Off Ramp at 10 Mile Road, Algoma Township, Kent County</u> 41132-01-004	<u>Estimated Installation Cost</u>
	Kent County Funds	\$ 1,745
	State Restricted Trunkline Funds	\$ 860
	FHWA Funds	<u>\$26,051</u>
	Total	<u>\$28,656</u>
63.	<u>M-32 (Main Street) at Center Street, Gaylord, Otsego County</u> 69023-01-002	<u>Estimated Modernization Cost</u>
	FHWA Funds	<u>\$29,170</u>
	Total	<u>\$29,170</u>
64.	<u>M-45 at Allendale Schools, Allendale Township, Ottawa County</u> 70041-04-109	<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$44,156</u>
	Total	<u>\$44,156</u>

* Denotes a non-standard contract/amendment

65. M-153 (Ford Road) at Sheldon Road, Canton Township, Wayne County
82081-01-044

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$76,789</u>
Total	<u>\$76,789</u>

66. M-153 (Ford Road) at Morton Taylor Road, Canton Township, Wayne County
82081-01-065

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$75,562</u>
Total	<u>\$75,562</u>

Purpose/Business Case: Act 51 of the Public Acts of 1951 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for the installation, annual electrical power usage, and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

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

Commitment Level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for the operation of the installation.

Cost Reduction: Fixed costs as shown on the cost agreements.

Selection: N/A.

New Project Identification: Modernization/Installation of existing electronic devices.

Zip Code: 49321, 49341, 49735, 49401 and 48187.

Funding Source:

60522A		
Federal Highway Administration Funds	89.76	%
City of Marshall	0.27	%
State Restricted Trunkline Funds	9.97	%
75037A		
State Restricted Trunkline Funds	100	%
77868A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
78829A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
78907A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49068.

68.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509003	\$ 3,929,731.58	\$ 3,736,674.00
	PROJECT ST 46074-45676, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 15, 2006		
	COMPLETION DATE - OCTOBER 15, 2006		-4.91 %

4.20 mi of rubblizing, hot mix asphalt resurfacing, guardrail, fence and sign upgrades on M-52, north of M-50 northerly to south of US-12 and concrete overlay, rail replacement and painting on M-52 over Evans Creek, Lenawee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 3,736,674.00	Same	1 **
Gerken Paving, Inc.	\$ 4,365,419.92	\$ 4,341,419.92	2
Barrett Paving Materials, Inc.	\$ 4,880,459.98	Same	3

3 Bidders

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

* Denotes a non-standard contract/amendment

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

Funding Source:

45676A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
78853A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49221.

69.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509004	\$ 2,595,487.03	\$ 2,695,587.57
	PROJECT BHT 50031-77970		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MARCH 06, 2006		
	COMPLETION DATE - NOVEMBER 01, 2008		3.86 %

Deck replacement, approach work, steel coating, steel repair, maintaining traffic and deicing system on M-97 over the Clinton River, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 2,695,812.57	\$ 2,695,587.57	1 **
E. C. Korneffel Co.	\$ 2,890,882.59	Same	2
C.A. Hull Co., Inc.	\$ 2,918,138.44	Same	3
Walter Toebe Construction Co.	\$ 3,023,312.64	Same	4
Midwest Bridge Company	\$ 3,080,308.70	Same	5
Anlaan Corporation	\$ 3,196,425.28	Same	6
J. Slagter & Son Construction Co.			
Dan's Excavating, Inc.			

6 Bidders

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

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such

* Denotes a non-standard contract/amendment

factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

77970A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48035.

70. LETTING OF SEPTEMBER 09, 2005 ENG. EST. LOW BID
 PROPOSAL 0509005 \$ 2,805,718.36 \$ 2,558,592.35
 PROJECT NH 82061-45689
 LOCAL AGRMT. 05-5306, 05-5307 % OVER/UNDER EST.
 START DATE - APRIL 17, 2006
 COMPLETION DATE - JULY 22, 2006 -8.81 %

1.76 mi of concrete pavement repair, diamond grinding, concrete curb and gutter, concrete barrier replacement, drainage structure cleaning, and slope restoration on US-12 (Michigan Avenue) from east of Howe Road to Henry Ruff Road in the cities of Wayne and Westland, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 2,558,592.35	Same	1 **
Kelcris Corporation	\$ 2,562,425.57	Same	2
Florence Cement Company	\$ 2,665,705.28	Same	3
Posen Construction, Inc.	\$ 3,027,197.71	Same	4
Peter A. Basile Sons, Inc.			
Snowden, Inc.			
Angelo Iafrate Construction Company			
Causie Contracting, Inc.			

4 Bidders

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

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

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

* Denotes a non-standard contract/amendment

Funding Source:

45689A

Federal Highway Administration Funds	81.27 %
State Restricted Trunkline Funds	17.75 %
City of Wayne	0.71 %
City of Westland	0.27 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48184.

71.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509017	\$ 3,364,607.86	\$ 3,792,892.61
	PROJECT NH 74012-53332		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 05, 2006		
	COMPLETION DATE - OCTOBER 14, 2006		12.73 %

9.30 mi of pavement joint and crack repairs, cold milling, hot mix asphalt resurfacing, culvert replacements and extensions and safety improvements on M-53 from south of M-46 northerly to Severance Road and on M-46 from west of M-53 to east of M-53, Sanilac County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 3,792,892.61	Same	1 **
Pyramid Paving & Contracting	\$ 4,049,406.98	\$ 4,049,367.98	2
John Carlo, Inc.	\$ 4,182,024.89	Same	3

3 Bidders

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

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

Funding Source:

53332A

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

* Denotes a non-standard contract/amendment

Zip Code: 48847 statewide.

Zip Code: 49349.

79.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509027	\$ 4,703,523.15	\$ 5,063,084.03
	PROJECT NH 20052-48557		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 10, 2006		
	COMPLETION DATE - OCTOBER 27, 2006		7.64 %

5.96 mi of hot mix asphalt cold milling and resurfacing, hot mix asphalt base crushing and shaping, concrete bridge approaches, guardrail upgrades, and ramp extensions on I-75 from the south Crawford County line to the US-127/I-75 junction, Crawford County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 5,063,084.03	Same	1 **
Pyramid Paving & Contracting	\$ 6,040,654.63	Same	2
Payne & Dolan, Inc.	\$ 6,573,048.31	Same	3
Bolen Asphalt Paving, Inc.			
Elmer's Crane & Dozer, Inc.			

3 Bidders

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

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

Funding Source:

48557A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49738.

* Denotes a non-standard contract/amendment

State Restricted Trunkline Funds 20.00 %
 Plainfield Township 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: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs. Reduces the need to use traditional transportation funding sources for some activities.

Selection: Low bid.

New Project Identification: Rehabilitation and new construction.

Zip Code: 49525.

84. LETTING OF SEPTEMBER 09, 2005 ENG. EST. LOW BID
 PROPOSAL 0509040 \$ 1,448,081.29 \$ 1,468,394.94
 PROJECT MG 34031-75060
 LOCAL AGRMT. 05-5243 % OVER/UNDER EST.
 START DATE - MAY 01, 2006
 COMPLETION DATE - JULY 21, 2006 1.40 %

0.91 mi of hot mix asphalt cold milling and resurfacing, roadway widening for indirect turnarounds, crossover construction, curb and gutter replacement, and guardrail upgrades on M-66 from north of Portland Road to south of Grand River Avenue, Ionia County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,468,394.94	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,566,543.23	Same	2
Aggregate Industries-Central Region	\$ 2,006,044.34	Same	3

3 Bidders

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

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

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

Funding Source:

75060A
 Federal Highway Administration Funds 73.21 %
 Ionia Truck Stop 10.55 %
 State Restricted Trunkline Funds 16.24 %

* Denotes a non-standard contract/amendment

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48846.

85. LETTING OF SEPTEMBER 09, 2005
 PROPOSAL 0509041 \$ ENG. EST. 630,033.87 LOW BID \$ 524,137.40
 PROJECT M 38101-83109
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - FEBRUARY 03, 2006 -16.81 %

Partial painting, structural steel repair, bearing repair and replacement on I-94 over Norfolk Southern Railroad and the Grand River, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L. W. Lamb, Inc.	\$ 524,137.40	Same	1 **
J. Slagter & Son Construction Co.	\$ 545,701.21	Same	2
Walter Toebe Construction Co.	\$ 549,953.25	Same	3
Midwest Bridge Company	\$ 552,759.00	Same	4
Icarus Industrial Painting & Cont.	\$ 553,337.40	Same	5
C.A. Hull Co., Inc.	\$ 557,485.00	Same	6
Anlaan Corporation	\$ 598,737.00	Same	7
Abhe & Svoboda, Inc.	\$ 1,387,770.00	Same	8
Seaway Painting L.L.C.			

8 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:

83109A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

* Denotes a non-standard contract/amendment

New Project Identification: Rehabilitation.
Zip Code: 49201.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rite Way Fence, Inc.	\$ 1,859,850.75	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 1,922,027.70	Same	2
Dale Dukes & Sons, Inc.	\$ 2,036,103.37	Same	3
J. Slagter & Son Construction Co.	\$ 2,155,186.14	Same	4
Snowden, Inc.	\$ 2,377,428.02	Same	5
Lake Erie Construction Company	\$ 2,494,450.00	Same	6
Nationwide Fence & Supply Company			

6 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:

80845A

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: 48348.

89.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509048	\$ 738,482.47	\$ 603,946.69
	PROJECT NH 63043-58283		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 15, 2006		
	COMPLETION DATE - JUNE 15, 2006		-18.22 %

0.20 mi of construction of a sound wall on M-59 eastbound off ramp to Squirrel Road, in the city of Auburn Hills, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 603,946.69	Same	1 **
Posen Construction, Inc.	\$ 608,324.46	Same	2
Anlaan Corporation	\$ 685,557.25	\$ 626,007.25	3
C.A. Hull Co., Inc.	\$ 631,623.00	Same	4
E. C. Korneffel Co.	\$ 657,200.82	Same	5
Dan's Excavating, Inc.	\$ 683,633.00	Same	6
Angelo Iafrate Construction Company	\$ 697,646.40	Same	7

* Denotes a non-standard contract/amendment

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Peter A. Basile Sons, Inc.
 J. Slagter & Son Construction Co.

7 Bidders

Purpose/Business Case: Noisewalls are provided to reduce the impacts of noise generated by traffic on MDOT right-of-way. FHWA requires mitigation on facilities where maximum decibel levels are exceeded due to changing noise patterns. Generally, freeways are facilities that are most commonly affected by changing noise patterns. Noisewalls not meeting FHWA requirements may be reconstructed in partnership with local units of government.

Benefit: To improve the quality of life of residents adjacent to MDOT facilities by reducing the impacts of traffic noise generated by the motoring public.

Funding Source:

58283A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

Commitment Level: Low Bid.

Risk Assessment: Noisewall projects are requirements from other regulating agencies and MDOT is mandated to take part in the environmental review process. Not performing certain projects may prevent other projects from moving forward.

Cost Reduction: Meeting the requirements of the environmental assessment justifies the costs associated with the benefit.

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 48326.

90.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509049	\$ 1,022,865.27	\$ 1,134,090.83
	PROJECT MG 25072-53202		
	LOCAL AGRMT. 05-5074		% OVER/UNDER EST.
	START DATE - JULY 24, 2006		
	COMPLETION DATE - AUGUST 30, 2006		10.87 %

1.50 mi of hot mix asphalt cold milling and resurfacing, curb and gutter replacement, and full depth concrete repairs on M-54 (Dort Highway) from Leith Street northerly to Pierson Road in the city of Flint, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 1,134,090.83	Same	1 **
Lois Kay Contracting Co.	\$ 1,157,166.30	Same	2
Barrett Paving Materials, Inc.	\$ 1,389,234.50	Same	3
Cadillac Asphalt, LLC.	\$ 1,456,580.74	Same	4

4 Bidders

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

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good

* Denotes a non-standard contract/amendment

condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.
Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

53202A		
Federal Highway Administration Funds		81.85 %
City of Flint		1.88 %
State Restricted Trunkline Funds		16.27 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48506.

91.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509050	\$ 3,030,264.76	\$ 3,236,668.66
	PROJECT MG 82073-80013		
	LOCAL AGRMT. 05-5368		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2006		6.81 %

3.14 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs and drainage structure adjustments on M-85 from the Oakwood Boulevard/Fort Street intersection northeasterly to the Clark Street/Fort Street intersection in the city of Detroit, in Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 3,236,668.66	Same	1 **
Ajax Paving Industries, Inc.	\$ 3,453,147.20	Same	2
ABC Paving Company			

2 Bidders

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

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

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

* Denotes a non-standard contract/amendment

Funding Source:

80013A

City of Detroit	2.25 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	15.90 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48260.

92.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509051	\$ 767,584.49	\$ 687,160.39
	PROJECT MG 50013-83531		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 04, 2006		
	COMPLETION DATE - JUNE 01, 2006		-10.48 %

0.30 mi of new exit ramp construction, consisting of concrete pavement, clearing, subbase, aggregate base, and drainage from M-53 southbound, southwesterly to 27 1/2 Mile Road (Old M-53) in Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Carlo, Inc.	\$ 687,160.39	Same	1 **
Dan's Excavating, Inc.	\$ 698,610.88	Same	2
Angelo Iafrate Construction Company	\$ 736,501.54	Same	3
Pamar Enterprises, Inc.	\$ 804,084.49	Same	4
Florence Cement Company	\$ 913,782.36	Same	5
V.I.L. Construction, Inc.	\$ 954,776.51	\$ 954,526.51	6
Six-S, Inc.	\$ 1,034,698.63	Same	7
Boddy Construction Company, Inc.	\$ 1,094,263.81	Same	8
Kelcris Corporation			
Fisher Contracting Company			
Posen Construction, Inc.			
ABC Paving Company			
L.J. Construction, Inc.			

8 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.

* Denotes a non-standard contract/amendment

Funding Source:

83531A

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

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

Risk Assessment: There is a greater risk of 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: 48094.

93. LETTING OF SEPTEMBER 09, 2005 ENG. EST. LOW BID
PROPOSAL 0509052 \$ 506,233.62 \$ 444,326.10
PROJECT STE 82052-83667
LOCAL AGRMT. 05-5330 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 19, 2007 -12.23 %

4.01 mi of tree and shrub planting and accent lighting on US-24 (Telegraph Road) from Eureka Road northerly to Ecorse Road in the city of Taylor, Wayne County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Marine City Nursery Company	\$ 444,326.10	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 468,670.00	Same	2
Weyand Bros., Inc.	\$ 478,430.30	Same	3
County Line Nurseries & Landscaping	\$ 493,016.35	\$ 492,366.35	4
WH Canon, Inc.	\$ 503,100.00	Same	5
DeAngelis Landscape, Inc.	\$ 563,448.00	Same	6
Anderson-Fischer & Associates, Inc.	\$ 564,451.00	Same	7
Rasins Landscape and Associates	\$ 613,836.73	Same	8
Michigan Highway Contracting, Inc.			

8 Bidders

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

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

* Denotes a non-standard contract/amendment

Funding Source:

83667A

Federal Highway Administration Funds 65.00 %
City of Taylor 35.00 %

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: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 48180.

94. LETTING OF SEPTEMBER 09, 2005 ENG. EST. LOW BID
PROPOSAL 0509053 \$ 557,133.39 \$ 589,990.87
PROJECT BHI 20014-80236-2
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - APRIL 10, 2006
COMPLETION DATE - JUNE 30, 2006 5.90 %

Deck patching, deck overlay, joint replacement, barrier repair, substructure repair, slope paving repair, end header replacement on 4 Mile Road over I-75, I-75 northbound business over southbound I-75 and I-75 southbound over US-127 northbound in Crawford County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 589,990.87	Same	1 **
C.A. Hull Co., Inc.	\$ 614,268.74	Same	2
Midwest Bridge Company	\$ 717,710.31	Same	3
Anlaan Corporation	\$ 791,799.46	Same	4
Structural Preservation Systems			
L. W. Lamb, Inc.			
Rieth-Riley Construction Co., Inc.			
Walter Toebe Construction Co.			

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:

80236A

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

* Denotes a non-standard contract/amendment

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 289,070.50	Same	1 **
L. W. Lamb, Inc.	\$ 331,314.00	Same	2
Anlaan Corporation	\$ 350,443.54	Same	3
J. Slagter & Son Construction Co.	\$ 420,097.54	Same	4
Walter Toebe Construction Co.			
C.A. Hull Co., Inc.			

4 Bidders

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

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

Funding Source:

83280A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49321.

100. LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
PROPOSAL 0509061	\$ 302,720.00	\$ 352,867.98
PROJECT BHI 82022-79176		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 01, 2006		16.57 %

Substructure repair, beam end repair, and spot painting on I-94 eastbound over Wayne Road, in the city of Romulus, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 352,867.98	Same	1 **
C.A. Hull Co., Inc.	\$ 358,131.74	Same	2
Walter Toebe Construction Co.	\$ 363,184.83	Same	3
J. Slagter & Son Construction Co.	\$ 436,622.75	Same	4
Midwest Bridge Company	\$ 444,693.25	Same	5

5 Bidders

* Denotes a non-standard contract/amendment

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

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

Funding Source:

79176A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48174.

101. LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
PROPOSAL 0509062	\$ 333,351.57	\$ 337,101.19
PROJECT BHT 46072-80353		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - APRIL 15, 2006		
COMPLETION DATE - JUNE 15, 2006		1.12 %

Joint replacement, deep concrete overlay, structural steel cleaning and coating, substructure patching, sidewalk patching, and approach work, on M-52 over South Branch River Raisin in the city of Adrian, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 337,101.19	Same	1 **
C.A. Hull Co., Inc.	\$ 412,423.91	Same	2
Anlaan Corporation	\$ 425,795.20	Same	3
Midwest Bridge Company	\$ 426,013.45	Same	4
Walter Toebe Construction Co.			
Davis Construction, Inc.			

4 Bidders

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

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

* Denotes a non-standard contract/amendment

Funding Source:

80353A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49221

102.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509063	\$ 430,723.73	\$ 518,609.98
	PROJECT MG 50072-78440		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 01, 2006		
	COMPLETION DATE - NOVEMBER 23, 2006		20.40 %

Superstructure replacement, substructure repairs, placing of riprap, and approach work on M-29 over Crepeau Drain in the city of New Baltimore, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 518,609.98	Same	1 **
Dan's Excavating, Inc.	\$ 553,462.66	Same	2
Midwest Bridge Company	\$ 609,590.67	Same	3
Anlaan Corporation	\$ 612,554.09	Same	4
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
Walter Toebe Construction Co.			

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:

78440A

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

* Denotes a non-standard contract/amendment

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 439,204.00	Same	1 **
J. Ranck Electric, Inc.	\$ 443,258.60	Same	2
Severance Electric Co., Inc.	\$ 452,542.10	Same	3
Trans Tech Electric Limited Partner	\$ 499,332.00	Same	4
Alpha Electric, Inc.	\$ 522,953.00	Same	5
Transformer Inspection Retrofill	\$ 524,749.50	Same	6
Motor City Electric Utilities Co.	\$ 547,680.15	Same	7

7 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:

82791A

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.

New Project Identification: Reconstruction.

Zip Code: 48104.

109. LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
PROPOSAL 0509076	\$ 129,570.33	\$ 138,999.64
PROJECT M 49023-84754		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - 19 working days		7.28 %

0.21 mi of hot mix asphalt passing flare and right turn lane construction on US-2 from west of Worth Road easterly, Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Norris Contracting, Inc.	\$ 138,999.64	Same	1 **
M & M Excavating Co., Inc.	\$ 157,356.42	Same	2
Rieth-Riley Construction Co., Inc.	\$ 158,262.67	Same	3
Bacco Construction Company	\$ 206,398.17	Same	4
A. Lindberg & Sons, Inc.			
Payne & Dolan, Inc.			

4 Bidders

* Denotes a non-standard contract/amendment

9/30/05

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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:

84754A

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 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: 49760.

110. LETTING OF SEPTEMBER 09, 2005 ENG. EST. LOW BID
 PROPOSAL 0509078 \$ 1,441,518.55 \$ 1,191,438.35
 PROJECT MG 13014-83981, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 08, 2006
 COMPLETION DATE - JUNE 23, 2006 -17.35 %

4.51 mi of hot mix asphalt cold milling and one course overlay on M-37 from Columbia Road to Creekview Road and 5.09 mi of hot mix asphalt overlay on M-227 from 15 1/2 Mile Road to Hughes Street, in the cities of Battle Creek, Springfield and Marshall, Calhoun County.

A 2005 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,191,438.35	Same	1 **
Aggregate Industries-Central Region	\$ 1,381,262.47	Same	2
Rieth-Riley Construction Co., Inc.	\$ 2,001,550.05	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.

* Denotes a non-standard contract/amendment

Funding Source:

83981A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
84081A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
84082A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49017.

111.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509079	\$ 1,298,645.68	\$ 1,217,804.03
	PROJECT MG 78061-84070		
	LOCAL AGRMT. 05-5359, 05-5360		% OVER/UNDER EST.
	START DATE - JULY 10, 2006		
	COMPLETION DATE - AUGUST 25, 2006		-6.23 %

12.66 mi of hot mix asphalt overlay with some cold milling and 0.26 mi of hot mix asphalt cold milling and resurfacing on M-86 from M-60 south and east to M-66 junction and on US-131BR from M-60 north to Prutzman Road in the villages of Centreville and Nottawa, city of Three Rivers, St. Joseph County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,217,804.03	Same	1 **
Aggregate Industries-Central Region	\$ 1,240,694.04	Same	2
Rieth-Riley Construction Co., Inc.			

2 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 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

* Denotes a non-standard contract/amendment

life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

84070A		
Village of Centreville		0.38 %
Federal Highway Administration Funds		81.13 %
State Restricted Trunkline Funds		17.99 %
City of Three Rivers		0.50 %

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: 49093.

112.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509081	\$ 89,078.75	\$ 84,762.52
	PROJECT MG 13091-84039		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 01, 2006		
	COMPLETION DATE - AUGUST 18, 2006		-4.85 %

0.77 mi of microsurfacing and overband crack fill on M-99 from north of P Drive South northerly to M-60 in the village of Homer, Calhoun County.

A 2005 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Municipal Construction Inc.	\$ 84,762.52	Same	1 **
Strawser Incorporated	\$ 97,364.13	Same	2
Terry Construction, Inc.	\$ 110,678.82	Same	3
Pavement Maintenance Systems, Inc.			
Fahrner Asphalt Sealers, 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:

84039A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

Commitment Level: The contract cost is not fixed. It is based on the

* Denotes a non-standard contract/amendment

BIDDER	AS-SUBMITTED	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,208,233.04	Same	1 **
J. Slagter & Son Construction Co.	\$ 1,256,006.81	Same	2
L. W. Lamb, Inc.	\$ 1,341,608.29	Same	3
Walter Toebe Construction Co.	\$ 1,353,142.16	Same	4
Midwest Bridge Company	\$ 1,403,929.00	Same	5
Anlaan Corporation	\$ 1,434,630.39	Same	6
Structural Preservation Systems	\$ 1,663,156.80	Same	7
Abhe & Svoboda, Inc.			

7 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:

59595A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
59617A		
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: 48813.

LOCAL PROJECTS

117.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509011	\$ 182,780.25	\$ 213,170.11
	PROJECT EDDF 36555-35597		
	LOCAL AGRMT. 05-5356		% OVER/UNDER EST.
	START DATE - SEPTEMBER 06, 2005		
	COMPLETION DATE - JUNE 15, 2006		16.63 %

0.43 mi of road reconstruction including storm sewer, aggregate base, hot mix asphalt surfacing, shoulders and concrete curb and gutter on Lalley Road from US-2 to Ice Lake Road, in the city of Iron River, Iron County.

* Denotes a non-standard contract/amendment

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 213,170.11	Same	1 **
Oberstar, Inc.			
A. Lindberg & Sons, Inc.			
Payne & Dolan, Inc.			
Bacco Construction Company			

1 Bidder

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 reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

35597A

Federal Highway Administration Funds	54.00 %
State Restricted Trunkline Funds	46.00 %

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 Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 49935.

118.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509012	\$ 578,956.00	\$ 572,009.69
	PROJECT STH 13609-78208		
	LOCAL AGRMT. 05-5331		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 19, 2006		-1.20 %

Traffic signal modernization and interconnection on Beckley Road/B Drive North, from Riverside Drive to east of 6 Mile Road, in the city of Battle Creek, Calhoun County.

* Denotes a non-standard contract/amendment

BIDDER	AS-SUBMITTED	AS-CHECKED	
Severance Electric Co., Inc.	\$ 572,009.69	Same	1 **
Trans Tech Electric Limited Partner	\$ 610,568.50	Same	2
J. Ranck Electric, Inc.	\$ 666,603.00	Same	3
DVT Electric, Inc	\$ 674,126.00	Same	4
Strain Electric Company	\$ 769,390.00	Same	5
Windemuller Electric, Inc.			

5 Bidders

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

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

Source of Funds:

78208A

City of Battle Creek	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.

Zip Code: 49015.

119. LETTING OF SEPTEMBER 09, 2005 PROPOSAL 0509013 PROJECT CMG 50400-84518 LOCAL AGRMT. 05-5347 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 01, 2006	ENG. EST. \$ 474,208.35	LOW BID \$ 369,300.00
	% OVER/UNDER EST. -22.12 %	

Install radio traffic connectors on Ryan Road from Toepfer Road to 18 Mile Road and on Hoover Road from Toepfer Road to 14 Mile Road, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 369,300.00	Same	1 **
Rauhorn Electric, Inc.	\$ 378,416.35	Same	2
J. Ranck Electric, Inc.	\$ 390,581.00	Same	3
Motor City Electric Utilities Co.	\$ 421,266.53	Same	4
Trans Tech Electric Limited Partner	\$ 427,255.00	Same	5
Severance Electric Co., Inc.	\$ 443,281.35	Same	6
Posen Construction, Inc.	\$ 446,161.35	Same	7
Transformer Inspection Retrofill	\$ 574,261.35	Same	8

8 Bidders

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

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

* Denotes a non-standard contract/amendment

Source of Funds:

84518A

Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 48093.

120. LETTING OF SEPTEMBER 09, 2005 ENG. EST. LOW BID
 PROPOSAL 0509014 \$ 849,509.00 \$ **887,400.00**
 PROJECT CMG 63102-83025
 LOCAL AGRMT. 05-5353 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 27, 2006 4.46 %

Traffic signal work on 12 Mile Road from Bell Road to Berkley Fire Station, in the cities of Southfield, Berkley, and Lathrop Village, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 887,400.00	Same	1 **
J. Ranck Electric, Inc.	\$ 933,863.20	Same	2
Motor City Electric Utilities Co.	\$ 966,075.22	Same	3
Rauhorn Electric, Inc.	\$ 968,387.50	Same	4
Posen Construction, Inc.	\$ 1,025,786.60	Same	5
Alpha Electric, Inc.	\$ 1,087,911.00	Same	6
Trans Tech Electric Limited Partner			

6 Bidders

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

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

Source of Funds:

83025A

Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 48034.

121. LETTING OF SEPTEMBER 09, 2005 ENG. EST. LOW BID
 PROPOSAL 0509015 \$ 629,541.50 \$ **517,810.27**
 PROJECT STU 41401-84572
 LOCAL AGRMT. 05-5352 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 25, 2006 -17.75 %

2.15 mi of road resurfacing including cold milling, hot mix asphalt paving, concrete curb and gutter, guardrail and permanent pavement markings on Cascade Road from Fulton Street to East Paris Avenue, Kent County.

5.00 % DBE participation required

* Denotes a non-standard contract/amendment

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 517,810.27	Same	1 **
Aggregate Industries-Central Region	\$ 532,703.47	Same	2
Michigan Paving & Materials Co.	\$ 568,819.92	Same	3

3 Bidders

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

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

Source of Funds:

84572A

Kent County

18.15 %

Federal Highway Administration Funds

81.85 %

Selection: Low bid.

Zip Code: 49546.

122. LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
PROPOSAL 0509016	\$ 837,805.50	\$ 998,689.89
PROJECT STU 82457-83652		
LOCAL AGRMT. 05-5329		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - 45 working days		19.20 %

1.99 mi of cold milling hot mix asphalt surface, cold milling concrete surface, hot mix asphalt resurfacing for roadway and bridge deck, concrete pavement repair, adjusting drainage structures and pavement markings on Beech-Daly Road from Five Mile Road to Seven Mile Road, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 998,689.89	Same	1 **
Barrett Paving Materials, Inc.	\$ 1,009,626.04	Same	2
Ajax Paving Industries, Inc.	\$ 1,074,469.79	Same	3
Peter A. Basile Sons, Inc.			
ABC Paving Company			

3 Bidders

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

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

* Denotes a non-standard contract/amendment

Source of Funds:

83652A	
Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 48239.

123. LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
PROPOSAL 0509028	\$ 322,622.50	\$ 283,276.54
PROJECT BRO 73009-83813		
LOCAL AGRMT. 05-5349		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - MAY 19, 2006		-12.20 %

Bridge removal and replacement along with related approach work on Fenmore Road at the South Branch of Bad River, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 283,276.54	Same	1 **
S.L. & H. Contractors, Inc.	\$ 292,554.19	Same	2
Heystek Contracting Inc.	\$ 294,959.00	Same	3
J.E. Kloote Contracting, Inc.	\$ 298,726.20	Same	4
Anlaan Corporation	\$ 309,777.77	Same	5
McDowell Construction , L.L.C.	\$ 314,081.94	Same	6
Miller Development, Inc.	\$ 319,533.70	Same	7
Davis Construction, Inc.	\$ 341,236.08	Same	8
Fisher Contracting Company	\$ 420,060.46	Same	9
3-S Construction, Inc.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
Rohde Brothers Excavating, Inc.			
Walter Toebe Construction Co.			

9 Bidders

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

Purpose/Business Case: 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:

83813A	
Saginaw County	5.17 %
Federal Highway Administration Funds	79.86 %
State Restricted Trunkline Funds	14.97 %

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

* Denotes a non-standard contract/amendment

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.

New Project Identification: Bridge replacement.

Zip Code: 48841.

124.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509029	\$ 345,680.00	\$ 314,384.48
	PROJECT BRO 73019-83814		
	LOCAL AGRMT. 05-5348		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 19, 2006		-9.05 %

Bridge removal and replacement along with related approach work on Raucholz Road at the Whitmore Drain, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 314,384.48	Same	1 **
McDowell Construction, L.L.C.	\$ 325,898.60	Same	2
S.L. & H. Contractors, Inc.	\$ 329,491.78	Same	3
Anlaan Corporation	\$ 333,048.74	Same	4
3-S Construction, Inc.	\$ 357,564.60	Same	5
Miller Development, Inc.	\$ 360,920.85	Same	6
Davis Construction, Inc.	\$ 363,835.94	Same	7
J.E. Kloote Contracting, Inc.	\$ 378,988.81	Same	8
Fisher Contracting Company	\$ 482,812.73	Same	9
Heystek Contracting Inc.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
Rohde Brothers Excavating, Inc.			
Walter Toebe Construction Co.			

9 Bidders

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

Purpose/Business Case: 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.

* Denotes a non-standard contract/amendment

Funding Source:

83814A

Saginaw County	5.24 %
Federal Highway Administration Funds	79.80 %
State Restricted Trunkline Funds	14.96 %

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.

New Project Identification: Bridge replacement.

Zip Code: 48626.

125. LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
PROPOSAL 0509030	\$ 631,854.80	\$ 642,999.25
PROJECT BRO 62014-59810		
LOCAL AGRMT. 05-5284		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - MAY 26, 2006		1.76 %

Remove existing structure, construct a 3-sided concrete culvert and related approach work on Hess Lake Drive over Wheeler Drain, in Grant Township, Newaygo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 642,999.25	Same	1 **
Hardman Construction, Inc.	\$ 645,774.85	Same	2
J.E. Kloote Contracting, Inc.	\$ 647,864.50	Same	3
Davis Construction, Inc.	\$ 662,025.65	Same	4
Anlaan Corporation	\$ 697,565.25	Same	5
Diversco Construction Company	\$ 777,642.00	Same	6
3-S Construction, Inc.			
McDowell Construction , L.L.C.			
Fisher Contracting Company			
S.L. & H. Contractors, Inc.			
L. W. Lamb, Inc.			
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Co.			
Wadel Stabilization, Inc.			
E.T. MacKenzie Company			
Quantum Construction Company, Inc.			

6 Bidders

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

* Denotes a non-standard contract/amendment

Purpose/Business Case: 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:

59810A
 Newaygo 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.

New Project Identification: Bridge replacement.

Zip Code: 49327.

126. LETTING OF SEPTEMBER 09, 2005
 PROPOSAL 0509031 \$ 443,893.80 **\$ 357,384.01**
 PROJECT BRO 03023-56456
 LOCAL AGRMT. 05-5335 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 06, 2006 -19.49 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on 112th Avenue over Miner Creek, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 357,384.01	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 416,724.66	Same	2
Quantum Construction Company, Inc.	\$ 430,718.25	Same	3
S.L. & H. Contractors, Inc.	\$ 432,934.35	Same	4
Anlaan Corporation	\$ 444,088.11	Same	5
Davis Construction, Inc.	\$ 495,229.43	Same	6
McDowell Construction, L.L.C.			
L. W. Lamb, Inc.			
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Diversco Construction Company			
Walter Toebe Construction Co.			

6 Bidders

* Denotes a non-standard contract/amendment

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

Purpose/Business Case: 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:

56456A	
Allegan 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.

New Project Identification: Bridge replacement.

Zip Code: 49010.

127.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509043	\$ 1,014,937.00	\$ 891,413.49
	PROJECT EDCF 25544-81005		
	LOCAL AGRMT. 05-5374		% OVER/UNDER EST.
	START DATE - APRIL 03, 2006		
	COMPLETION DATE - JUNE 29, 2006		-12.17 %

Reconstruction and widening of the Perry Road and Belsay Road intersection including the addition of a center turn lane on all approaches, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.A. Construction Corporation	\$ 891,413.49	Same	1 **
Zito Construction Co.	\$ 916,856.70	Same	2
Champagne and Marx Excavating, Inc.	\$ 950,280.14	Same	3
Angelo Iafrate Construction Company	\$ 954,965.47	Same	4
Genoak Construction Company	\$ 958,156.11	Same	5
Young's Environmental Cleanup, Inc.	\$ 968,000.00	Same	6
C & D Hughes, Inc.	\$ 981,341.56	Same	7
Six-S, Inc.	\$ 1,023,190.33	Same	8
3-S Construction, Inc.	\$ 1,033,481.95	Same	9
L.J. Construction, Inc.	\$ 1,056,183.50	Same	10

* Denotes a non-standard contract/amendment

Rohde Brothers Excavating, Inc.	\$ 1,094,101.00	Same	11
Manigg Enterprises, Inc.	\$ 1,129,482.07	Same	12
Ron Bretz Excavating, Inc.			
Pamar Enterprises, Inc.			
Barrett Paving Materials, Inc.			
Fisher Contracting Company			
Florence Cement Company			
Cadillac Asphalt, LLC.			
Kelcris Corporation			

12 Bidders

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

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

Source of Funds:

81005A		
Genesee County		20.00 %
Federal Highway Administration Funds		80.00 %

Selection: Low bid.

Zip Code: 48439.

128.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509044	\$ 347,492.40	\$ 309,670.46
	PROJECT BRO 73004-83811		
	LOCAL AGRMT. 05-5350		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 19, 2006		-10.88 %

Bridge removal and replacement along with related approach work on Baldwin Road at Lamb Creek, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 309,670.46	Same	1 **
Milbocker and Sons, Inc.	\$ 311,204.43	Same	2
Heystek Contracting Inc.	\$ 311,875.00	Same	3
J.E. Kloote Contracting, Inc.	\$ 328,022.91	Same	4
Anlaan Corporation	\$ 339,103.09	Same	5
Miller Development, Inc.	\$ 387,907.07	Same	6
Fisher Contracting Company	\$ 489,539.94	Same	7
3-S Construction, Inc.			
J. Slagter & Son Construction Co.			
Rohde Brothers Excavating, Inc.			
Davis Construction, Inc.			
C.A. Hull Co., Inc.			

7 Bidders

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected

* Denotes a non-standard contract/amendment

9 Bidders

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

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

Funding Source:

83816A

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.

New Project Identification: Bridge replacement.

Zip Code: 48854.

EXTRAS

130. **Extra 2005 - 106**

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 - 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: \$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):	84,569.24	+ 7.08%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>35,085.32</u>	<u>+ 2.94%</u>
Revised Total	<u>\$1,314,805.49</u>	+ 10.02%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.08% over the original budget for an **Authorized to Date Amount** of \$1,279,720.17.

Approval of this extra will place the authorized status of the contract 10.02% or \$119,654.56 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
2005-99	3	\$7,985.98	09/06/05

Contract Modification Number(s): 4, 5 r. 1

* Denotes a non-standard contract/amendment

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

CM 4

Additional Bridge Railing Removal (S06 of 23081)		<u>\$5,085.32</u>
Total		<u>\$5,085.32</u>

CM 5

Steel Structure Cleaning & Coating Additional (S06 of 23081)	1.000 LS @ \$30,000.00/LS	<u>\$30,000.00</u>
Total		<u>\$30,000.00</u>

Grand Total		<u>\$35,085.32</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 4

The project designer visited the project site during construction operations. During this visit, the designer mentioned that the intention was to remove the existing bridge railing on the return walls in conjunction with the rest of the bridge railing on the Snow Road bridge structure. This was to be completed in each quadrant of the bridge. This work was not clearly shown on the plans, therefore, the contractor was directed to remove the bridge railing on each return wall. The extra cost for Additional Bridge Railing Removal (S06 of 23081) 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.

CM 5

The project plans depict an estimated quantity of 11,880 square feet for the cleaning and coating of the S06 bridge structure. It was determined that the number of square feet actually required is approximately 17,500 square feet. This amount was verified with the project designer. The cleaning and coating of the bridge structure was established as an original contract lump sum pay item. Lump sum pay items cannot be increased with the current field software. Therefore, the project office negotiated additional compensation in lieu of increasing the original contract pay item quantity. The extra cost for Steel Structure Cleaning & Coating, Additional (S06 of 23081) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar 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 September 29, 2005, meeting, and are now recommended for approval by the State Administrative Board on October 4, 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, 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.

* Denotes a non-standard contract/amendment

Selection: Low bid.

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

Zip Code: 48917.

131. **Extra 2005 - 107**

Control Section/Job Number: 25132-51608 MDOT 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 - Does not meet criteria.

Contractor: C.A. Hull Co., Inc.
8177 Goldie Rd.
Walled Lake, MI 48390

Designed By: MDOT
Engineer's Estimate: \$9,141,670.41

Description of Project:

Rehabilitation of 21 bridges including overlays, beam end repair, pin and hanger replacement, thrie beam retrofit, painting, substructure, pier and abutment repair, railing and joint repairs on I-75, I-69, and I-475 in the city of Flint, Flint Township, Genesee County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	March 2, 2004	
Original Contract Amount:	\$8,726,549.71	
Total of Overruns/Changes (Approved to Date):	256,404.85	+ 2.94%
Total of Extras/Adjustments (Approved to Date):	398,616.51	+ 4.57%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>220,500.00</u>	<u>+ 2.53%</u>
Revised Total	<u>\$9,602,071.07</u>	+ 10.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.51% over the original budget for an **Authorized to Date Amount** of \$9,381,571.07.

Approval of this extra will place the authorized status of the contract 10.04% or \$875,521.36 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-44	3 r. 6	\$103,000.00	07/06/04

Contract Modification Number(s): 17

* Denotes a non-standard contract/amendment

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

CM 17		
Truck Mtd Attenuator	1.000 LS @ \$220,500.00/LS	<u>\$220,500.00</u>
Total		<u>\$220,500.00</u>

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

The engineer and contractor could not agree on extra compensation for the use of truck mounted attenuators to protect work zones. The contractor claimed the nature of project work dictated the use of truck mounted attenuators to adequately protect workers and the motoring public in various work locations. The contractor filed a claim for extra compensation for the use of truck mounted attenuators per Section 104.09 of the 2003 Standard Specifications for Construction. A claim meeting was held at the TSC level where the contractor’s claim was denied. The claim was appealed to the region and the claim was supported, although the method of payment was denied. The claim was appealed to a Central Office Review (COR) panel where the claim was heard. The COR panel consulted with the Engineer of Delivery who reviewed the claim, contacted the contractor, and discussed the Region level claim ruling. An agreement was reached based on the decision at the Region level. The COR claim was withdrawn by the contractor as a negotiated settlement between MDOT and the contractor occurred based on the Region claim ruling. An agreement was reached to pay the claim as additional documentation was supplied by the contractor for payment authentication. The extra cost for Truck Mtd Attenuator was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the invoice rental costs 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 is recommended for approval by the State Administrative Board.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48507.

132. **Extra 2005 -108**

Control Section/Job Number:	50458-53560A	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	

* Denotes a non-standard contract/amendment

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

Designed By: Consultant
 Engineer's Estimate: \$4,496,996.50

Description of Project:

Widen from two lanes to four lane boulevard on Utica Road from Dodge Park to 18 Mile Road, Macomb County.

Administrative Board Approval Date:	May 6, 2003	
Contract Date:	May 16, 2003	
Original Contract Amount:	\$3,064,867.34	
Total of Overruns/Changes (Approved to Date):	193,485.44	+ 6.31%
Total of Extras/Adjustments (Approved to Date):	347,155.67	+ 11.33%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>15,754.16</u>	<u>+ 0.51%</u>
Revised Total	<u>\$3,621,262.61</u>	+ 18.15%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.64% over the original budget for an **Authorized to Date Amount** of \$3,605,508.45.

Approval of this extra will place the authorized status of the contract 18.15% or \$556,395.27 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-35	6 r. 7	\$165,267.55	04/04/05

Contract Modification Number(s): 10

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

CM 10

Type "OA" Ltg Standard, Banner	17.000 Ea @ \$274.87/Ea	\$4,672.79
Type "OB" Ltg Standard, Banner	2.000 Ea @ \$366.79/Ea	733.58
Zinc-Plated Plugs for Banner Armholes	1.000 LS @ \$357.00/LS	357.00
Temporary Electric Service		878.30
Re-routing Fiber Optic & Telephone Cables		930.47
Fiber Optic Splicing at Senior Center Driveway		1,410.47
Repairing Conduit and Replacing Wires		1,101.55
Splice Wires and Energize Parking Lot Lights		<u>5,670.00</u>
Total		<u>\$15,754.16</u>

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

* Denotes a non-standard contract/amendment

The city requested the installation of banner arms on the lighting poles to allow the placement of banners for local events. This extra work is 100 percent funded by the local agency. The extra cost for Type "OA" Ltg Standard, Banner and Type "OB" Ltg Standard, Banner 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 for region projects.

The contractor was directed to replace all of the rejected lighting standards at Utica Road and at the Utica Park parking lot with a modification on each pole. The lighting standards were rejected due to a failure in the paint system, and were replaced at no cost to the project. Additional poles were added at Dodge Park and on Utica Boulevard, which were modified to accommodate the new banner arms. The modification to the approved shop drawing was to install a zinc coated plate plug for the banner armholes on each pole. This modification will prevent damage to the screw threads prior to installation of the banner arms. This extra work is 100 percent funded by the local agency. The extra cost for Zinc-Plated Plugs for Banner Armholes was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar region work item and material costs.

The contractor was directed to remove the electric service from an old residence (used as the field office), and install the service on a 16 foot, 6 inch by 8 inch post that was reconnected to the project trailer. The extra cost for Temporary Electric Service is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

The contractor was directed to reroute the existing local agency fiber optic and telephone cables at the senior citizen's driveway entrance to avoid delays in preparation for the subgrade. The conduits were temporarily lowered to accommodate construction operations. The extra cost for Re-routing Fiber Optic & Telephone Cables is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

The contractor was directed to investigate the existing local agency fiber optic and telephone conduits for the installation of a type D handhole structure. It was discovered that the existing conduits were in conflict with the handhole. The cables were cut and spliced to maintain fiber and telephone service. The extra cost for Fiber Optic Splicing at Senior Center Driveway is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

The contractor was directed to repair damaged conduit and re-wire between two poles where an existing structure was completely removed and rebuilt. The damage was not the fault of the contractor. The conduit for street lighting was constructed per plan, adjacent to an existing drainage structure that was to be adjusted. After adjusting the structure, the local agency determined that the drainage structure should be reconstructed due to deterioration. The existing conduit was in conflict with the proposed drainage structure reconstruction, as the conduits and wires were in contact with the structure. The conduit and wires could not be saved because of their location and the need to rebuild the manhole. The extra cost for Repairing Conduit and Replacing Wires is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

The contractor was directed to temporarily energize the lighting standards at the Dodge Park parking lot for a local event. The contractor spliced the pole bases and energized the lighting in the park area for the city's annual fair festival. This extra work is 100 percent funded by the local agency. The extra cost for Splice Wires and Energize Parking Lot Lights was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on other region projects.

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

This Extra was recommended for approval by the State Transportation Commission at its September 29, 2005, meeting, and is now recommended for approval by the State Administrative Board on October 4, 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%; Macomb County, 18.15% (see above for specific pay item funding).
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48312, 48313, 48314.

133. **Extra 2005 - 109**

Control Section/Job Number: 56415-76839 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: Rohde Brothers Excavating, Inc.
 1240 N Outer Drive
 Saginaw, MI 48601

Designed By: Local Agency
 Engineer's Estimate: \$874,595.50

Description of Project:

Reconstruction and widening with curb and gutter and storm sewer on Jefferson Avenue from Joe Mann Boulevard to Letts Road in the city of Midland, Midland County.

Administrative Board Approval Date:	March 1, 2005	
Contract Date:	April 1, 2005	
Original Contract Amount:	\$846,094.60	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>211,635.60</u>	<u>+ 25.01%</u>

* Denotes a non-standard contract/amendment

Revised Total \$1,057,730.20 + 25.01%

Offset Information

Total Offsets This Request	(34,020.00)	- 4.02%
Net Revised Request	\$177,615.60	+ 20.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$846,094.60.

Approval of this extra will place the authorized status of the contract 25.01% or \$211,635.60 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

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

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

CM 1

Culv End Sect, Conc, 24 inch	1.000 Ea @ \$600.00/Ea	\$600.00
Sewer, CI III, 36 inch, Tr Det B	797.000 Ft @ \$81.80/Ft	65,194.60
Total		<u>\$65,794.60</u>

CM 1 Offset Information

Sewer, CI III, 24 inch, Tr Det B, Modified	-756.000 Ft @ \$45.00/Ft	(34,020.00)
Total		<u>(\$34,020.00)</u>

Net Revised CM 1 Request

\$31,774.60

CM 2

16" DI Water Main w/Polywrap	1,800.000 Ft @ \$56.00/Ft	\$100,800.00
12" DI Water Main w/Polywrap	50.000 Ft @ \$46.00/Ft	2,300.00
6" DI Water Main w/Polywrap	20.000 Ft @ \$30.00/Ft	600.00
Hydrant & Valve w/Box	3.000 Ea @ \$1,800.00/Ea	5,400.00
16" Valve & Box	2.000 Ea @ \$3,300.00/Ea	6,600.00
16" x 12" Tee	2.000 Ea @ \$1,346.00/Ea	2,692.00
16" x 8" Tee	1.000 Ea @ \$1,296.00/Ea	1,296.00
16" x 6" Tee	3.000 Ea @ \$1,226.00/Ea	3,678.00
12" Valve & Box	2.000 Ea @ \$2,153.00/Ea	4,306.00
8" Valve & Box	1.000 Ea @ \$1,483.00/Ea	1,483.00
16" Restrained Joint Gaskets	6.000 Ea @ \$300.00/Ea	1,800.00
12" Restrained Joint Gaskets	6.000 Ea @ \$174.00/Ea	1,044.00
Ditch Cleanout, Modified	3.500 Sta @ \$1,692.00/Sta	5,922.00
Tree, Rem, 19 inch to 36 inch	8.000 Ea @ \$550.00/Ea	4,400.00
Tree, Rem, 37 inch or larger	2.000 Ea @ \$860.00/Ea	1,720.00
Tree, Rem, 6 inch to 18 inch	9.000 Ea @ \$200.00/Ea	1,800.00
Total		<u>\$145,841.00</u>

Grand Total

\$211,635.60

* Denotes a non-standard contract/amendment

Total Offsets This Request	(\$34,020.00)
Net Revised Request	<u>\$177,615.60</u>

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

CM 1

Intersection drainage was redesigned at one intersection to accommodate future storm sewer connections from the north side of the intersection. The storm sewer will be extended to the north and this redesign was completed to allow future acceptance of additional storm water.

A section of 18 inch diameter storm sewer pipe was redesigned to be 24 inches in diameter. Existing pay items were already in the contract for this work with the exception of a 24 inch end section that was necessary. The extra cost for Culv End Sect, Conc, 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid costs and MDOT's Average Unit Price Index. The 18 inch storm sewer reduction in quantities will be processed at a later date when the final pipe quantities are determined.

The additional amount of storm water runoff required a larger pipe diameter on the sewer mainline to properly convey the storm water. Therefore, the mainline sewer system was increased to 36 inches in diameter. The extra cost for Sewer, CI III, 36 inch, Tr Det B was negotiated per Section 103.04 of the 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 cost for Sewer, CI III, 36 inch, Tr Det B is partially offset by a \$34,020.00 reduction in the original bid item Sewer, CI III, 24 inch, Tr Det B, Modified.

CM 2

Additional water main and related components were added to the project at the request of the local agency. This additional work was requested to provide water main facilities for future development within both the city and the surrounding communities and townships. This work will prevent future roadway cuts for new water main facilities when developments are established. This extra work is 100 percent funded by the local agency. The extra cost for 16" DI Water Main w/Polywrap; 12" DI Water Main w/Polywrap; 6" DI Water Main w/Polywrap; Hydrant & Valve w/Box; 16" Valve & Box; 16" x 12" Tee; 16" x 8" Tee; 16" x 6" Tee; 12" Valve & Box; 8" Valve & Box; 16" Restrained Joint Gaskets; and 12" Restrained Joint Gaskets was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on local projects.

The contractor was directed to clean out the Jacobs Drain. The clean out included lowering the ditch profile to match the flow line of the proposed culvert crossing. Trees greater than 6 inches in diameter were paid for separately. The extra cost for Ditch Cleanout, Modified; Tree, Rem, 19 inch to 36 inch; Tree, Rem, 37 inch or larger; and Tree, Rem, 6 inch to 18 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar 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.

These Extras were recommended for approval by the State Transportation Commission at its September 29, 2005, meeting, and are now recommended for approval by the State Administrative Board on October 4, 2005.

* Denotes a non-standard contract/amendment

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 Midland, 18.15% (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: 48642.

134. **Extra 2005 - 110**

Control Section/Job Number: 82025-46982A 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: Midwest Bridge Company
P O Box 40
Williamston, MI 48895

Designed By: MDOT
Engineer's Estimate: \$40,498,970.80

Description of Project:

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

Administrative Board Approval Date:	December 19, 2000	
Contract Date:	February 06, 2001	
Original Contract Amount:	\$40,935,126.85	
Total of Overruns/Changes (Approved to Date):	508,358.44	+ 1.24%
Total of Extras/Adjustments (Approved to Date):	(628,929.46)	- 1.54%
Total of Negative Adjustments (Approved to Date):	(55.00)	0.00%
THIS REQUEST	<u>160,000.00</u>	<u>+ 0.39%</u>
Revised Total	<u>\$40,974,500.83</u>	+ 0.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.29% under the original budget for an **Authorized to Date Amount** of \$40,814,500.83.

Approval of this extra will place the authorized status of the contract 0.10% or \$39,373.98 over the **Original Contract Amount**.

* Denotes a non-standard contract/amendment

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2001-47	3 r 6	\$820,050.00	07/03/01
2002-54	49 r 1	\$188,800.00	12/03/02
2004-92	65, 66, 67 r 1, 68, 69 r 2, 80 r 2, 81, 82 r. 1	\$250,377.82	12/07/04

Contract Modification Number(s): 90

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

CM 90

Reblast (S05) Connor Ave. Bridge Beams

\$160,000.00

Total

\$160,000.00

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

The contractor claimed extra compensation for reblasting and coating bridge beams on Connor Avenue. A negotiated settlement of the project claim was reached between MDOT and the contractor. The extra work item Reblast (S05) Connor Ave. Bridge Beams was established to compensate the contractor for the negotiated settlement.

The 1996 Standard Specifications for Construction require a maximum of 21 days between application coats when painting bridge beams. MDOT agreed that notice requiring bridge beam repair work was not timely and resulted in work going beyond the 21 day limit. MDOT agreed to compensate the contractor for a portion of the \$407,000.00 claimed amount. The extra cost for Reblast (S05) Connor Ave. Bridge Beams was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work bid on the project.

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

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

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

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

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

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

Selection: Low bid.

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

Zip Code: 48213.

135. **Extra 2005 - 111**

Control Section/Job Number:

82062-59881

MDOT Project

* Denotes a non-standard contract/amendment

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: Consultant
Engineer's Estimate: \$17,801,817.81

Description of Project:

3.3 km of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	290,211.09	+ 1.69%
Total of Extras/Adjustments (Approved to Date):	431,763.66	+ 2.51%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>416,797.42</u>	<u>+ 2.43%</u>
Revised Total	<u>\$18,323,549.76</u>	+ 6.63%

Offset Information

Total Offsets This Request	(158,500.00)	- 0.92%
Net Revised Request	\$258,297.42	+ 1.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.20% over the original budget for an **Authorized to Date Amount** of \$17,906,752.34.

Approval of this extra will place the authorized status of the contract 6.63% or \$1,138,772.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 14 r. 1

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

Mh, Elec, Four Way Pre-cast	7.000 ea @ \$21,847.12/ea	\$152,929.84
Mh, Elec, Two Way Pre-cast	18.000 ea @ \$14,659.31/ea	<u>263,867.58</u>
Total		<u>\$416,797.42</u>

* Denotes a non-standard contract/amendment

Offset Information

Mh, Elec, Four Way, Special	-7.000 ea @ \$6,500.00/ea	(\$45,500.00)
Mh, Elec, Three Way, Special	-2.000 ea @ \$8,500.00/ea	(17,000.00)
Mh, Elec, Two Way, Special	-16.000 ea @ \$6,000.00/ea	<u>(96,000.00)</u>
Total		(158,500.00)

Net Revised Request \$258,297.42

Total Offsets This Request (\$158,500.00)

Net Revised Request \$258,297.42

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

Revised electric manholes were necessary due to a miscommunication during the design phase. These electric manholes are similar to drainage manholes but instead of carrying water, they contain electrical wires and controls. The manholes allow upgrading and expanding the existing facilities in conjunction with maintenance of the electrical wiring and controls.

The contractor bid the three electric manhole contract items based on information shown on the plans and other contract documents. These original bid items are listed above as offsets. Shop drawings are detailed drawings showing how construction elements will be fabricated, usually prepared by the fabricator or manufacturer for the prime contractor. These drawings are submitted for approval during construction operations. Upon submittal of electric manhole shop drawings to the Detroit Public Lighting Department (DPLD) clarification of the electric manhole standards was provided. The shop drawings were rejected, as the manholes did not provide for the maximum three foot tall access shaft from the top of pavement to the opening of the manhole vault. The contractor had submitted shop drawings for use of standard pre-cast concrete manholes with variable height access shafts greater than three feet. The contractor was required to pre-fabricate custom electrical manholes to comply with DPLD requirements. This extra work required supplemental Federal Highway Administration (FHWA) concurrence for federal funding participation, which they approved. The extra cost for Mh, Elec, Four Way Pre-cast and Mh, Elec, Two Way Pre-cast was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with average unit prices for similar work in the region.

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 September 29, 2005, meeting, and is now recommended for approval by the State Administrative Board on October 4, 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, 71.31%; State Restricted Trunkline, 14.13%; City of Detroit 13.23%; City of Dearborn, 1.10%; Detroit Edison, 0.13%; SBC Communications, 0.10%.

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.

* Denotes a non-standard contract/amendment

New Project Identification: This is an existing project already under contract.
Zip Code: 48226.

136. **Extra 2005 - 112**

Control Section/Job Number: 25544-56263 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has two 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: Genoak Construction Company
P.O. Box 182
Holly, MI 48442

Designed By: Consultant
Engineer's Estimate: \$3,138,478.28

Description of Project:

Widen the roadway from two to five lanes, curb and gutter, and storm sewer and water main on Elms Road from Corunna Road (M-21) to Calkins Road, Genesee County.

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 17, 2004	
Original Contract Amount:	\$3,135,138.74	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>452,744.30</u>	<u>+ 14.44%</u>
Revised Total	<u>\$3,587,883.04</u>	+ 14.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$3,135,138.74.

Approval of this extra will place the authorized status of the contract 14.44% or \$452,744.30 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 2

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

CM 1

* Denotes a non-standard contract/amendment

Clearing for Sanitary Sewer	1.000 Sta @ \$2,730.00/Sta	\$2,730.00
Pavt, Rem, Modified, Road Crossing	750.000 Syd @ \$6.00/Syd	4,500.00
Project Cleanup, Court Street	1.000 LS @ \$2,368.00/LS	2,368.00
Aggregate Base, Modified, Road Crossing	410.000 Ton @ \$18.40/Ton	7,544.00
Relocate on Site Sewer – Force Account	1.000 Ea @ \$3,093.31/Ea	3,093.31
Restrung on Site Sewer – Force Account	1.000 Ea @ \$4,190.00/Ea	4,190.00
Dr Str, 72", Live San. Tap – Force Account	1.000 Ea @ \$13,422.56/Ea	13,422.56
Exploratory Exc., 6" Sanitary Services	21.000 Ea @ \$446.00/Ea	9,366.00
Abandon Sanitary Sewer, 8" Dia.	1,259.000 Ft @ \$17.00/Ft	21,403.00
Sewer, C76-IV, 18", San TDA, GCRC Portion	1,181.000 Ft @ \$91.69/Ft	108,285.89
Sewer, C76-IV, 18", San TDB, 80-20 WWS	80.000 Ft @ \$168.30/Ft	13,464.00
Sewer, C76-IV 18" San TDB, 100% WWS	80.000 Ft @ \$29.70/Ft	2,376.00
Sewer, C76-IV 18" San Incased, 80-20 WWS	67.000 Ft @ \$344.25/Ft	23,064.75
Sewer, C76-IV, 18" San Incased, 100% WWS	67.000 Ft @ \$60.75/Ft	4,070.25
Sewer, SDR 26, 8", Sanitary, TDA	908.000 Ft @ \$50.87/Ft	46,189.96
Sewer, C76-IV, 18", San TDA WWS Portion	1,181.000 Ft @ \$16.18/Ft	19,108.58
Sewer, SDR 26, 8", Sanitary, TDB	70.000 Ft @ \$155.00/Ft	10,850.00
Sewer, SDR 26 PVC, 6", TDA	296.000 Ft @ \$38.00/Ft	11,248.00
Sewer, SDR 26 PVC, 6", TDB	1,369.000 Ft @ \$79.00/Ft	108,151.00
Abandon Sanitary Service Lead, 6" Dia.	21.000 Ea @ \$105.00/Ea	2,205.00
Sewer Lead Cleanout, 6" Sanitary	8.000 Ea @ \$279.00/Ea	2,232.00
Dr Struct, Add Dept 48" Dia., Over 15'	12.000 Ft @ \$393.00/Ft	4,716.00
DS Sanitary Conflict 48"	1.000 Ea @ \$2,087.00/Ea	2,087.00
Dr Structure, 48" Diameter, Sanitary	7.000 Ea @ \$2,340.00/Ea	16,380.00
Dr Structure, Tap, 8 inch	1.000 Ea @ \$183.00/Ea	183.00
Flag Control Special	1.000 LS @ \$9,248.00/LS	9,248.00
Fence, Rem, Stockade	40.000 Ft @ \$6.70/Ft	<u>268.00</u>

Total

\$452,744.30

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

The existing sanitary sewer leads conflicted with the newly placed storm sewer. The storm sewer had to remain at the as placed elevation to properly drain the entire storm sewer drainage system. The elevations at each end of the storm sewer system were fixed to properly tie into the drainage area. The sanitary sewer main had to be relocated to accommodate the lowering of the sanitary sewer leads. A significant portion of this work is considered state participating as the road work necessitated the sanitary sewer relocation. The extra work that is 100 percent funded by the local agency is considered an increase in capacity to the system and is not eligible for participation. All the items on this contract modification are related to this change in work.

The contractor was directed to remove trees and vegetation within 50 feet on both sides of the county drain. The extra cost for Clearing for Sanitary Sewer was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT and local average unit prices for similar work.

The contractor was directed to remove the existing pavement on Court Street to facilitate the placement of the sanitary sewer crossing. The extra cost for Pavt, Rem, Modified, Road Crossing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar quantity work in MDOT's Average Unit Price Index.

* Denotes a non-standard contract/amendment

The contractor was directed to clean up the project area on and adjacent to Court Street after the completion of sanitary sewer work. The work was directed to be completed as described in Section 209 of the 2003 Standard Specifications for Construction. The extra cost for Project Cleanup, Court Street was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

The contractor was directed to replace the roadway section on Court Street that was removed to facilitate sanitary sewer work. Aggregate base material was required for the replacement road section. The extra cost for Aggregate Base, Modified, Road Crossing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar quantity work in MDOT's Average Unit Price Index.

The storm sewer was in conflict with the proposed sanitary sewer. A segment of the storm sewer was removed to allow placement of the new sanitary sewer. The two sewer lines were in direct horizontal alignment with one another. The extra cost for Relocate on Site Sewer – Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to relay several segments of storm sewer on Court Street for the reason discussed in the previous paragraph. The storm sewer was removed to allow placement of the sanitary sewer. The storm sewer was then replaced in the same trench at the same elevation where it was originally located. The extra item Restraining on Site Sewer – Force Account will establish a budget for this work. The final extra cost for Restraining on Site Sewer – Force Account will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to connect the new sanitary sewer to the existing system along Court Street. The work included excavation, placement of a 72 inch sanitary structure, coring of the structure for the 18 inch sanitary connection, trench sheeting, cutting and removal of existing sanitary pipe, backfill, and compaction. The extra cost for Dr Str, 72", Live San. Tap – Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing locations of the sanitary leads at the property line had to be investigated prior to placement of the new sanitary lead. This exploratory excavation work was completed at 21 locations. The extra cost for Exploratory Exc., 6" Sanitary Service was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other local projects and MDOT's Average Unit Price Index for similar work.

Several segments of the existing sanitary sewer and sanitary sewer leads were abandoned in place. This method is less costly and less disruptive when compared to complete removal. The contractor was directed to grout in place the sanitary sewer line to eliminate the potential for future loss of roadway support. The contractor was directed to bulkhead the abandoned sanitary service leads. The extra cost for Abandon Sanitary Sewer, 8" Dia. and Abandon Sanitary Service Lead, 6" Dia. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with other local projects and MDOT's Average Unit Price Index for similar work.

Several different types of sewer pay items were required to complete placement of the new sanitary sewer. Sewer, C76-IV, 18", San TDA, GCRC Portion was established for placement of sewer on Court Street that is not located under the influence of the roadbed. Sewer, C76-IV, 18", San TDB, 80-20 WWS was established for placement of sewer on Court Street that is located under the influence of the roadbed. Sewer, C76-IV 18" San TDB, 100% WWS was established for placement of sewer on Court Street that is located under the influence of the roadbed and is 100 percent funded by the local agency, as it pays for capacity improvements. Sewer, C76-IV 18" San Incased, 80-20 WWS was established for placement of

* Denotes a non-standard contract/amendment

sewer beneath the county drain on Court Street. Sewer, C76-IV, 18" San Incased, 100% WWS was established for placement of sewer beneath the county drain on Court Street and is 100 percent funded by the local agency, as it pays for capacity improvements. Sewer, SDR 26, 8", Sanitary, TDA was established for placement of sewer on Elms Road that is not located under the influence of the roadbed. Sewer, C76-IV, 18", San TDA WWS Portion was established for placement of sewer on Court Street that is not located under the influence of the roadbed and is 100 percent funded by the local agency. Sewer, SDR 26, 8", Sanitary, TDB was established for placement of sewer on Elms Road that is located under the influence of the roadbed. Sewer, SDR 26 PVC, 6", TDA was established for placement of sewer leads that are not located under the influence of the roadbed. Sewer, SDR 26 PVC, 6", TDB was established for placement of sewer leads that are located under the influence of the roadbed on both Court Street and Elms Road. The cost for all of these sewer items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with other local projects and MDOT's Average Unit Price Index for similar work.

Sanitary sewer lead cleanouts were required to be placed per the local standards. The extra cost for Sewer Lead Cleanout, 6" Sanitary was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other local projects and MDOT's Average Unit Price Index for similar work.

The alignment grade of the new sanitary sewer was such that additional depth manhole construction was required. The extra cost for Dr Struct, Add Dept 48" Dia., Over 15' was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other local projects and MDOT's Average Unit Price Index for similar work.

Several sanitary sewer leads were in conflict with storm sewer manholes. It was decided to core through the manholes and place steel casing for the sanitary sewer leads. The extra cost for DS Sanitary Conflict 48" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other local projects and MDOT's Average Unit Price Index for similar work.

Sanitary sewer manholes were placed to allow proper maintenance of the sanitary sewer system. These manholes contain rubberized leak proof seals as required by the local Department of Public Health. The extra cost for Dr Structure, 48" Diameter, Sanitary – Item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other local projects and MDOT's Average Unit Price Index for similar work.

An 8 inch sanitary sewer was required to be connected to the existing system on Elms Road. This will allow proper flow of the existing sanitary system. The extra cost for Dr Structure, Tap, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other local projects and MDOT's Average Unit Price Index for similar work.

The extra sanitary sewer work required additional work and time. Additional traffic regulating was required for this work to keep the work zone safe, and provide efficient and safe movement of vehicles. The extra cost for Flag Control Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects of similar character and duration.

An existing stockade fence was in conflict with the proposed sewer work. The contractor was directed to remove the fence and provide it to the homeowner for placement after work is completed. The extra cost for Fence, Rem, Stockade 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 for similar work.

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 September 29, 2005, meeting, and are now recommended for approval by the State Administrative Board on October 4, 2005.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 80.00%; Genesee County, 20.00% (see above for specific pay item funding).

* Denotes a non-standard contract/amendment

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

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

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

Selection: Low bid.

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

Zip Code: 48532.

137. **Extra 2005 - 113**

Control Section/Job Number: 39405-72440 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: Peters Construction Co.
3325 East Kilgore Road
Kalamazoo, MI 49001

Designed By: Local Agency
Engineer's Estimate: \$673,179.65

Description of Project:

Widen and resurface 0.45 mi (3 legs) of the intersection including a traffic signal, hot mix asphalt paving, sidewalk, curb and gutter, earthwork, drainage and slope restoration on Michigan Avenue at Howard Street in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	January 20, 2004	
Contract Date:	March 1, 2004	
Original Contract Amount:	\$565,783.80	
Total of Overruns/Changes (Approved to Date):	51,003.85	+ 9.01%
Total of Extras/Adjustments (Approved to Date):	68,387.20	+ 12.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>27,767.16</u>	<u>+ 4.91%</u>
Revised Total	<u>\$712,942.01</u>	+ 26.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 21.10% over the original budget for an **Authorized to Date Amount** of \$685,174.85.

Approval of this extra will place the authorized status of the contract 26.01% or \$147,158.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

* Denotes a non-standard contract/amendment

Item Number	Contract Modification Number	Amount	SAB Date
2005-81	3	\$40,091.95	08/02/05

Contract Modification Number(s): 4

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

CM 4

Sign, Special	4.000 Ea @ \$96.25/Ea	\$385.00
Moving Permanent Sign	1.000 LS @ \$6,667.52/LS	6,667.52
Pavt, Mrkg, Curve Arrow	8.000 Ea @ \$33.00/Ea	264.00
Temp Pavt Mrkg Type NR 4" White	2,697.000 Ea @ \$0.39/Ea	1,051.83
Temp Pavt Mrkg Type NR 4" Yellow	1,979.000 Ea @ \$0.39/Ea	771.81
Traffic Signal, Special	2.000 Ea @ \$3,650.00/Ea	7,300.00
Water Shutoff, Reconstruct	9.000 Ea @ \$305.00/Ea	2,745.00
Monument Box, Adj	3.000 Ea @ \$250.00/Ea	750.00
Pedestal, Fdn.	8.000 Ea @ \$979.00/Ea	<u>7,832.00</u>
Total		<u>\$27,767.16</u>

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

All extra work on this contract modification is 100 percent funded by the local agency.

The existing street name sign at the project intersection was in poor condition; therefore, the contractor was directed to place a new sign. The extra cost for Sign, Special 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 for similar work.

The contractor was directed to relocate a permanent sign, which was in conflict with the roadway widening and new sidewalk placement. The extra cost for Moving Permanent Sign 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 for similar work.

The beginning of classes at the local university dictated the opening of the project streets. Several temporary pavement markings were necessary on the leveling course of asphalt for the safe and orderly movement of vehicular and pedestrian traffic. The extra cost for Pavt, Mrkg, Curve Arrow; Temp Pavt Mrkg Type NR 4" White; and Temp Pavt Mrkg Type NR 4" Yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

An additional traffic signal head was required at the project intersection. The alignment of the right turn lane dictated an additional head for proper visibility to the motoring public. The extra cost for Traffic Signal, Special 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 for similar work.

The local agency requested additional water shutoff services to allow the proper isolation of areas in the local water system. The extra cost for Water Shutoff, Reconstruct 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 for similar work.

* Denotes a non-standard contract/amendment

Three monument boxes were discovered during construction operations. A pay item to adjust these boxes to the proper roadway grade was inadvertently omitted during the design phase. The contractor was directed to adjust the three boxes to the proper grade. The extra cost for Monument Box, Adj 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 for similar work.

Additional pedestal foundations were required at the project intersection. A pay item to construct pedestal foundations was inadvertently omitted during the design phase. The contractor was directed to construct eight pedestal foundations to properly complete contract work. The extra cost for Pedestal, Fdn 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 for similar work.

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

This Extra was recommended for approval by the State Transportation Commission at its September 29, 2005, meeting, and is now recommended for approval by the State Administrative Board on October 4, 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: City of Kalamazoo, 100.00%.
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: 49001.

138. **Extra 2005 - 114**

Control Section/Job Number:	63173-51472A	MDOT Project
	MDOT Project	
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Ace Asphalt & Paving Co. 115 South Averill Avenue Flint, MI 48506	
Designed By:	MDOT	
Engineer's Estimate:	\$22,796,244.71	
Description of Project:		

* Denotes a non-standard contract/amendment

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

Administrative Board Approval Date:	August 19, 2003	
Contract Date:	August 22, 2003	
Original Contract Amount:	\$19,956,098.34	
Total of Overruns/Changes (Approved to Date):	597,608.25	+ 2.99%
Total of Extras/Adjustments (Approved to Date):	938,430.69	+ 4.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>106,088.41</u>	+ 0.53%
Revised Total	<u>\$21,598,225.69</u>	+ 8.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.69% over the original budget for an **Authorized to Date Amount** of \$21,492,137.28.

Approval of this extra will place the authorized status of the contract 8.22% or \$1,642,127.35 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-83	27 r. 2, 28 r. 1	\$801,122.78	12/07/04
2005-01	30 r. 6	\$9,691.89	01/18/05
2005-38	32 r. 5, 34	\$27,957.00	04/05/05
2005-84	46	2,803.50	08/02/05

Contract Modification Number(s): 49

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

CM 49

Overlay Conc. Patches with 13A Joint, ERG Special	1,319.220 Ton @ \$70.00/Ton	\$92,345.40
Replace Type C Lights on High Intensity Plastic Drums	515.790 Ft @ \$7.75/Ft	3,997.37
Pavt Mrkg, Type R, 6" Black, Temp.	55.000 Ea @ \$15.00/Ea	825.00
Sand Module Impact Attenuator, Furn.	208.000 Ft @ \$2.91/Ft	605.28
Sand Module Impact Attenuator, Oper.	3.000 Ea @ \$210.00/Ea	630.00
Pavt Mrkg, Spray Thermopl, 12 inch White	3.000 Ea @ \$1.00/Ea	3.00
Pavt Mrkg, Spray Thermopl, 6 inch, White	1,926.000 Ft @ \$0.25/Ft	481.50
Cement	23,769.000 Ft @ \$0.135/Ft	3,208.82
	29.139 Ton @ \$137.00/Ton	<u>3,992.04</u>

Total **\$106,088.41**

* Denotes a non-standard contract/amendment

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

CM 49

This project has previously exceeded the 6 percent State Administrative Board limit for reviewing extra work.

All extra work items were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

A portion of the project was established to mill and resurface the roadway, which included repairs to the underlying roadway layers. The existing concrete patches were discovered to be in an extremely deteriorated condition after completing the milling and underlying repair work. The contractor was directed to remove and replace the deteriorated concrete patches. The amount of concrete patch repair was substantial. The project plans depict the placement of asphalt material over concrete patches. The amount of concrete patch work was substantial enough that the contractor had to use a paving operation for placement. An extra work item was established in lieu of the original hand patching pay item. The extra cost for Overlay Conc. Patches with 13A was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records of the work completed. This work will be partially offset by a future reduction in the original item Hand Patching.

The substantial amount of concrete patches added to the project required the use of expansion reinforced grouted joints. The expansion joints allow the entire pavement slab to expand and move without causing damage to the adjacent concrete. The extra cost for Joint, ERG Special 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.

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

Pavement markings leading into the work zone were in conflict with the project traffic control. The contractor was directed to cover the existing pavement markings, which were in conflict with black temporary tape. The extra cost for Pavt Mrkg, Type R, 6" Black, Temp was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on other region projects.

Temporary concrete barrier was called for in the project plans. For motorist safety, the blunt ends are protected with attenuation. The attenuation work items were inadvertently omitted during the design phase, but were necessary for completion of project work. The extra cost for Sand Module Impact Attenuator, Furn and Sand Module Impact Attenuator, Oper was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on regional projects.

The 2004 Appropriations Bill, Enrolled Senate Bill No. 265, Section 611, requires the department, "use high-quality pavement marking materials for all state trunkline projects with a design life of ten years or

* Denotes a non-standard contract/amendment

greater.” In 2003, MDOT implemented a change on all respective projects to incorporate high quality pavement markings. The pavement markings on this project were included with this directive change and were widened as part of the high quality measures. The extra cost for Pavt Mrkg, Spray Thermopl, 6 inch, White and Pavt Mrkg, Spray Thermopl, 12 inch White 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 and original bid items.

Additional cement was placed in locations requiring an early open to traffic timeframe. An early open to traffic time period is critical to establishments with one driveway opening and emergency service providers. The extra unit cost for Cement 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.

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

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 84.85%; State Restricted Trunkline, 15.15%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48411, 48439, 48442, 48348, 48350.

139. **Extra 2005 - 115**

Control Section/Job Number:	33006-53433A	Local Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Prince Bridge & Marine, LTD 13844 172 nd Avenue Grand Haven, MI 49417	
Designed By:	Consultant Agency	
Engineer’s Estimate:	\$1,824,168.13	

Description of Project:

Removal of a two (2) span earth filled concrete arch bridge, construction of a pre-stressed I-beam bridge with concrete deck and related work on Elm Street bridge over the Grand River, in the city of Lansing, Ingham County.

* Denotes a non-standard contract/amendment

Administrative Board Approval Date:	May 07, 2002	
Contract Date:	May 10, 2002	
Original Contract Amount:	\$1,709,199.01	
Total of Overruns/Changes (Approved to Date):	5,886.05	+ 0.34%
Total of Extras/Adjustments (Approved to Date):	169,820.02	+ 9.94%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>\$40,870.44</u>	<u>+ 2.39%</u>
Revised Total	<u>\$1,925,775.52</u>	+ 12.67%

Offset Information

Total Offsets This Request	(\$30,006.00)	- 1.76%
Net Revised Request	\$10,864.44	+ 0.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.28% over the original budget for an **Authorized to Date Amount** of \$1,884,905.08.

Approval of this extra will place the authorized status of the contract 12.67% or \$216,576.51 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-34	8 r. 1, 9 r. 1	\$50,800.00	07/01/03
2004-31	20, 22 r. 4, 24 r. 3, 27 r. 1, 29, 31 r. 3	\$22,337.00	05/04/04
2004-80	38 r. 5, 41 r. 1	\$8,966.09	12/07/04

Contract Modification Number(s): 21 r. 2, 23 r. 3, 47

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

CM 21		
Sheet Piling Installation	1.000 LS @ \$24,952.70/LS	<u>\$24,952.70</u>
Total		<u>\$24,952.70</u>
CM 23		
Abut A Modifications, Labor & Material		<u>\$7,433.95</u>
Total		<u>\$7,433.95</u>
CM 47		
Conc Quality Initiative		<u>\$8,483.79</u>
Total		<u>\$8,483.79</u>
CM 47 Offset Information		
Conc Quality Initiative		<u>(\$30,006.00)</u>
Total		<u>(\$30,006.00)</u>
Net Revised CM 47 Request		<u>(\$21,522.21)</u>

* Denotes a non-standard contract/amendment

Grand Total

\$40,870.44

Total Offsets This Request
Net Revised Request

(\$30,006.00)
\$10,864.44

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

CM 21

The contractor filed a claim per Section 104.09 of the 1996 Standard Specifications for Construction. The contractor claimed that differing site conditions were present; therefore, installation of the sheet piling was more difficult, required special equipment, and took longer to install. A large quantity of rocks was encountered during excavation operations that had to be removed to complete the planned work. The contractor’s sheeting was damaged when encountering the existing rock formations. A TSC level claim meeting awarded the contractor a portion of the claimed amount. The extra item Sheet Piling Installation was established to compensate the contractor for the additional sheet piling costs due to the presence of existing rocks. The extra cost for Sheet Piling Installation is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 23

The extra work item Abut A Modifications, Labor and Material was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

The contractor filed a claim per Section 104.09 of the 1996 Standard Specifications for Construction. The contractor claimed nonpayment of work completed due to a local agency staking error. Several modifications were required to abutment A due to the staking error. A TSC claim meeting awarded the contractor the entire sum for extra work completed due to the local agency staking error. This work is 100 percent funded by the local agency. The extra cost for Abut A Modifications, Labor and Material is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 47

The original bid item for concrete quality initiative was established under the federal, state and local funding category. Concrete quality initiative on this project should have been established as 100 percent local funds. The extra item Conc Quality Initiative was established to correct the funding to 100 percent local funding. The extra cost for Conc Quality Initiative was determined using the calculations as required in the contract special provision. This extra is completely offset by a \$30,006.00 reduction in the original bid item Conc Quality Initiative.

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

These Extras were recommended for approval by the State Transportation Commission at its September 29, 2005, meeting, and is now recommended for approval by the State Administrative Board on October 4, 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, 80.00%; State Restricted Trunkline, 15.00%, City of Lansing, 5.00% (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.

* Denotes a non-standard contract/amendment

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: 48910.

140. **Extra 2005 - 116**

Control Section/Job Number: 46032-53043-2 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. C. Korneffel Co.
 2691 Veterans Parkway
 Trenton, MI 48183
 Designed By: MDOT
 Engineer's Estimate: \$768,130.37

Description of Project:

Construction of pedestrian bridge and entryway landscaping on M-156 over Silver Creek in the city of Morenci, Lenawee County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 23, 2004	
Original Contract Amount:	\$897,677.51	
Total of Overruns/Changes (Approved to Date):	31,780.22	+ 3.54%
Total of Extras/Adjustments (Approved to Date):	138,000.00	+ 15.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>232,639.50</u>	<u>+ 25.92%</u>
Revised Total	<u>\$1,300,097.23</u>	+ 44.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.91% over the original budget for an **Authorized to Date Amount** of \$1,067,457.73.

Approval of this extra will place the authorized status of the contract 44.83% or \$402,419.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9 r. 1, 10

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

* Denotes a non-standard contract/amendment

CM 9

Traffic Control Adjustment	1.000 LS @ \$7,676.58/LS	\$7,676.58
Pile, Splicing	1.000 LS @ \$19,092.38/LS	19,092.38
Steel Restoration	1.000 LS @ \$23,283.75/LS	23,283.75
Additional Field Repair of Coatings	1.000 LS @ \$1,974.00/LS	1,974.00
Incline End Post Straightening	1.000 LS @ \$3,839.12/LS	3,839.12
Bridge Rail Galvanizing	1.000 LS @ \$3,150.00/LS	3,150.00
Cofferdams, LIP	1.000 LS @ \$98,835.14/LS	98,835.14
Guardrail Approach Terminal, Type 2B	1.000 Ea @ \$3,307.50/Ea	3,307.50
Guardrail, Rem	11.400 m @ \$50.00/m	570.00
Guardrail, Type B	26.670 m @ \$95.66/m	<u>2,551.25</u>
Total		<u>\$164,279.72</u>

CM 10

Contractor Staking, Increase	1.000 LS @ \$3,368.70/LS	\$3,368.70
Bridge Railing – Re-fabricate	1.000 LS @ \$1,073.08/LS	1,073.08
Temporary Sheeting – North Cofferdam	1.000 LS @ \$43,000.00/LS	43,000.00
Bridge Pins – Re-fabricate	1.000 LS @ \$16,000.00/LS	16,000.00
Water Main Trench Shoring	1.000 LS @ \$4,918.00/LS	<u>4,918.00</u>
Total		<u>\$68,359.78</u>

Grand Total**\$232,639.50****Reason(s) for Extra(s)/Adjustment(s):**

This project involved the restoration and re-erection of a historic bridge. A historic bridge structure was removed and partially disassembled in 2000 under a separate contract. The bridge parts were stored outdoors on property owned by the local agency. Limited documentation was available regarding the disassembly and storage of the structure. Project design staff assessed the structure in its stored condition. It was not possible to determine the exact condition of many parts of the structure, nor was it possible to completely determine the extent of damage due to age, weather or disassembly. For these reasons, many of the items of work related to restoration and reassembly involved overruns and extra work.

CM 9

Section 812.04 of the 1996 Standard Specifications for Construction requires an adjustment to the contract for those traffic control items required to be used on the project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of time for 72 days without the assessment of liquidated damages. The required traffic control items during the extended period were Minor Traffic Devices, Flag Control, and Sign, Type B, Temporary. The price adjustment was calculated per Section 812.04 of the 1996 Standard Specifications for Construction. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost per the formula in the specification section noted above.

During dynamic analysis testing it was determined that the desired pile capacity would not be met without exceeding the maximum penetration. The contractor was directed to exceed the maximum penetration, which necessitated the splicing of the batter pile to achieve the appropriate length. The extra cost for Pile, Splicing is based on force account records per Section 109.07 of the 1996 Standard specifications for Construction.

* Denotes a non-standard contract/amendment

During the steel restoration process, more deterioration of the existing structural steel was encountered than was originally anticipated. Additional steel restoration was necessary to complete the planned work. This item was an original lump sum pay item and additional quantities are not possible; therefore, an extra work item was established. The extra cost for Steel Restoration was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project work.

Field fabrication of the new gusset plates for the top truss chord and inclined end posts required additional field repairs of the coatings. The gusset plates were deemed necessary after construction operations commenced. This work was not included in the original design plans, but was necessary to complete the planned work. The extra cost for Additional Field Repair of Coatings is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

It was discovered that one of the inclined posts had a significant bow in its alignment. The alignment needed to be straightened prior to incorporation into the structure. The extra cost for Incline End Post Straightening was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project work.

The project office determined that a section of the bridge railing would not be accessible for maintenance after the railing was installed. It was decided to galvanize the section of railing to eliminate the need for future maintenance work. The galvanizing was completed prior to the final painting and assembly of the railing. The extra cost for Bridge Rail Galvanizing was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region.

The contractor was directed to leave sheet piling in place that was scheduled to be removed. The sheeting was left in place due to the discovery of unstable soil conditions and the lack of support. The extra cost for Cofferdams, LIP was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on other region projects.

An existing guardrail location was removed and replaced with the current guardrail ending to provide the proper safety to vehicular traffic. This work was accidentally omitted during the design phase. The extra cost for Guardrail Approach Terminal, Type 2B; Guardrail, Rem; and Guardrail, Type B was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantities in MDOT's Average Unit Price Index.

CM 10

The contract contained the Special Provision for Lines, Grades and Elevations. Section 104.08.J of this special provision requires an adjustment to the contract for contractor staking when certain thresholds are exceeded. When the final payment amount differs from the original bid amount by greater than 5 percent, an upward or downward adjustment will be made to the lump sum contractor staking amount by the percentage which exceeds plus or minus 5 percent. The final project amount differed by a positive 44.4 percent from the original contract amount; therefore, the cost adjustment was calculated as 39.4 percent. The cost for Contractor Staking, Increase was determined as a contract mandated extra cost per the formula in the special provision as noted above.

The typical detail shown on the plans depicted an incorrect alignment of the mounting plates at the abutment. The contractor was directed to refabricate the mounting plates on the abutment railing to the proper alignment. The extra cost for Bridge Railing – Re-fabricate was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project costs.

* Denotes a non-standard contract/amendment

A cofferdam was required to be placed to support the roadway during construction operations for guardrail replacement. The construction of the cofferdam required supporting the adjacent roadway. The plan information was not sufficient to determine the proximity of the cofferdam to the roadway. Additional work was required and included the removal and replacement of existing guardrail, installation of longer supporting sheeting and internal bracing. The extra cost for Temporary Sheeting – North Cofferdam is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

A dimensional error in the contract drawings relating to the bridge pins was discovered during construction operations. The contractor was directed to refabricate eight bridge pins to the proper length and diameter. The extra cost for Bridge Pins – Re-fabricate is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to fabricate additional plates to support the water main relocation trench. This trench was necessary to relocate a water main discovered during construction operations, which fed the local plastics plant. The water main relocation was on an expedited schedule due to potential down time issues at the plant. The extra cost for Water Main Trench Shoring was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with the potential delay cost to the local plastics plant and similar work in MDOT’s Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its September 29, 2005, meeting, and are now recommended for approval by the State Administrative Board on October 4, 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%; State Restricted Trunkline, 18.15%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 49286.

141. **Extra 2005 - 117**

Control Section/Job Number:	63459-49862	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Six-S, Inc. 2210 Scott Lake Rd.	

* Denotes a non-standard contract/amendment

Waterford, MI 48328

Designed By: Consultant
Engineer's Estimate: \$11,164,842.05

Description of Project:

Widen and reconstruct five (5) lane concrete pavement with concrete curb and gutter including four (4)-sided pre-cast box culvert, storm and sanitary sewer, water main, and restoration on Long Lake Road from Carnaby Road to John R Road, on Long Lake Road from John R Road to Dequindre Road, and on 18 Mile Road from Dequindre Road to Pond View Road in the city of Troy, Oakland County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	November 11, 2002	
Original Contract Amount:	\$8,562,497.07	
Total of Overruns/Changes (Approved to Date):	(53,278.05)	- 0.62%
Total of Extras/Adjustments (Approved to Date):	509,671.48	+ 5.95%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>84,165.57</u>	<u>+ 0.98%</u>
Revised Total	<u>\$9,103,056.07</u>	+ 6.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.33% over the original budget for an **Authorized to Date Amount** of \$9,018,890.50.

Approval of this extra will place the authorized status of the contract 6.31% or \$540,559.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 45 r. 4, 46, 47

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

CM 45

Electrical Repairs at Windmill Plaza	1.000 Ea @ \$2,844.58/Ea	\$2,844.58
Traffic Signal Bagging	1.000 Ea @ \$1,399.71/Ea	1,399.71
TS Cameras at John R	1.000 Ea @ \$1,757.40/Ea	1,757.40
2611 Long Lake Road Driveway Replacement	1.000 Dlr @ \$11,414.11/Dlr	11,414.11
Landscaping at 5010 Spring Meadows	1.000 LS @ \$787.50/LS	787.50
Total		<u>\$18,203.30</u>

CM 46

Water Main Removal Adjustment	1,859.34 m @ \$31.76/m	<u>\$59,052.64</u>
Total		<u>\$59,052.64</u>

CM 47

Traffic Signal Bagging at Dequindre and Long Lake Intersection		\$750.63
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* Denotes a non-standard contract/amendment

Temporary Traffic Signal Removal	1,373.32
Relocating Light Foundations	<u>4,785.68</u>
Total	<u>\$6,909.63</u>
 Grand Total	 <u>\$84,165.57</u>

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

CM 45

Additional work was performed on the irrigation system at Windmill Plaza, which is a local shopping mall. Project sewer construction necessitated the removal and relocation of sprinkler systems throughout the area, including valve boxes, main lines, feeder lines and sprinkler heads. The sprinkler replacement work was considerably more extensive than anticipated. Irrigation work at the Windmill Plaza required a complete restoration of the system. The complexity of the system did not allow the simple replacement of sprinklers and heads as was anticipated in the plans. While completing the additional work the property electrical line was accidentally damaged. The line is not part of the MISS DIG system as it is on private property. The property manager at Windmill Plaza hired an outside contractor to fix the damage to avoid loss of business. The work invoice was sent to the contractor and should have been included in contract modification number 23 with the original extra for the additional irrigation work. The extra cost for Electrical Repairs at Windmill Plaza was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with force account records for similar work.

A traffic stage and pattern switch was added to the project based on recommendations by the local police agency. The contractor was directed to change traffic flow in January of 2003. The work involved placing bags over the left turn signals on eastbound and westbound Long Lake Road at the Dequindre Road intersection. The work also included the relocation of four traffic signals to align with the new temporary lanes. The extra cost for Traffic Signal Bagging is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The Road Commission of Oakland County required a newer model of the traffic camera that was to be installed on John R Road. The newer model is to be installed on all intersections where a new camera installation is required. The new model required different installation wiring. The planned camera work was already complete. The contractor was paid for labor to alter the wiring. The extra cost for TS Cameras at John R is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The existing driveway at 2611 Long Lake Road was removed and replaced at the request of the city of Troy. The work on the adjacent street lowered the roadway and required complete removal and replacement of the driveway. The new driveway grade would have been extremely steep due to the change in grade of the reconstructed roadway. The concrete driveway was removed and replaced to the city of Troy's standard for driveway grades. An extensive survey was completed to determine the limits of the reconstruction. The work included the removal of the concrete driveway, dirt removal under the old driveway, placement of new aggregate base, grading of the yard adjacent to the driveway, restoration of landscaping, placement of topsoil, and seeding of the disturbed area. The extra cost for 2611 Long Lake Road Driveway Replacement is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The existing yard at 5010 Spring Meadows Road was graded to match the new driveway grade as requested by the city of Troy. The work included transplanting and installation of private hedges, edging,

* Denotes a non-standard contract/amendment

landscape stone, and boulders. The extra cost for Landscaping at 5010 Spring Meadows is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 46

A claim was filed by the contractor per Section 104.09 of the 1996 Standard Specifications for Construction. A negotiated agreement was facilitated by the MDOT resident engineer, and agreed to by the contractor and the local agency. It was agreed that the omission of the water main removal specification from the contract documents caused confusion. It was agreed by all parties that a new unit price should be established for the pay item using Section 109.07.C of the 1996 Standard Specifications for Construction. A new negotiated unit price of \$70.77 per meter was established. The original unit cost of \$39.01 per meter was subtracted from the new cost, as it was already paid to the contractor. The difference in cost, \$70.77 minus \$39.01, resulted in a \$31.76 amount per meter to be paid. The resulting unit cost applied to the length of water main removal of 1,859.34 meters results in an additional payment of \$59,052.64. The extra cost for Water Main Removal Adjustment is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 47

Additional work was required for the stage one traffic switch. This work was not described or depicted in the project plans and specifications. The work involved bagging the conflicting traffic signal heads for the traffic switch. The extra cost for Traffic Signal Bagging at Dequindre and Long Lake Intersection is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Additional work was required for stage two traffic control. This work was not described or depicted in the project plans and specifications. The work involved the unbagging and removal of traffic signals at the Dequindre Road and Long Lake Road intersection. The work included the removal of three temporary traffic signals that were erected in stage two, and unbagging four traffic signal heads bagged in stage two. The extra cost for Temporary Traffic Signal Removal is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Four light foundations were required to be relocated during construction operations. The foundations were placed per the project plans, but were determined to be in conflict with the previously relocated overhead electrical wires. The local utility requires ten feet of clearance between their overhead facilities and any other electrical facilities. The additional work included exposing the previously installed electrical services, splicing the lines, and placing additional length of services to the relocated foundations. The extra cost for Relocating Light Foundations is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

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

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Troy, 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: 48085, 48310.

142. **Extra 2005 -118**

Control Section/Job Number: 81406-56839 Local Agency 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: Cadillac Asphalt, LLC.
5905 Belleville Road
Belleville, MI 48111

Designed By: Consultant
Engineer's Estimate: \$5,717,929.05

Description of Project:

0.95 mi of removing hot mix asphalt pavement, concrete curb and gutter, roadway reconstruction, grading, hot mix asphalt paving, drainage structures, storm sewers, water main and permanent pavement markings, on Stadium Boulevard from Maple Road to Pauline Boulevard, in the city of Ann Arbor, Washtenaw County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	March 11, 2005	
Original Contract Amount:	\$5,584,996.02	
Total of Overruns/Changes (Approved to Date):	(11,026.00)	- 0.20%
Total of Extras/Adjustments (Approved to Date):	11,330.00	+ 0.20%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>232,047.00</u>	<u>+ 4.15%</u>
Revised Total	<u>\$5,817,347.02</u>	+ 4.15%

Offset Information

Total Offsets This Request	(\$332,550.00)	- 5.95%
Net Revised Request	(\$100,503.00)	- 1.80%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$5,585,300.02.

Approval of this extra will place the authorized status of the contract 4.15% or \$232,351.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

* Denotes a non-standard contract/amendment

CM 2

Sewer, PVC, 12 inch, TR Det B, Modified	1,131.00 Ft @ \$197.00/Ft	\$222,807.00
Sanitary Manhole, 48 inch dia	4.000 Ea @ \$1,980.00/Ea	7,920.00
Core Existing Manhole	1.000 Ea @ \$1,320.00/Ea	<u>1,320.00</u>
Total		<u>\$232,047.00</u>

CM 2 Offset Information

Pipe Bursting, 10 inch to 16 inch	-662.000 Ft @ \$450.00/Ft	(\$297,900.00)
Pipe Bursting, 8 inch to 16 inch	-70.000 Ft @ \$495.00/Ft	<u>(34,650.00)</u>
Total		<u>(\$332,550.00)</u>

Net Revised Request**(\$100,503.00)****Reason(s) for Extra(s)/Adjustment(s):**

The project plans depict enlarging the existing sanitary sewer line diameter through the use of pipe bursting techniques, to provide the city of Ann Arbor with additional volume in the existing sanitary sewer. The contractor suggested the placement of a third line in lieu of the proposed pipe bursting technique. The city determined that laying a third sanitary sewer line parallel to the two existing sewer lines would provide the necessary additional volume. The submitted plan was reviewed and approved, and the contractor was directed to complete the work. This contract modification was established to eliminate the two original pipe bursting items and establish three new pay items to complete the work. The new pay items are Sewer, PVC, 12 inch, TR Det B, Modified; Sanitary Manhole, 48 inch dia; and Core Existing Manhole. Each of these extra items is 100 percent funded by the local agency. The extra cost for Sewer, PVC, 12 inch, TR Det B, Modified; Sanitary Manhole, 48 inch dia; and Core Existing Manhole was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items on local projects. The extra cost is completely offset by a \$332,550.00 reduction in the original bid items Pipe Bursting, 10 inch to 16 inch and Pipe Bursting, 8 inch to 16 inch.

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

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Ann Arbor, 18.15% (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: 48103.

* Denotes a non-standard contract/amendment

143. **Extra 2005 - 119**

Control Section/Job Number: 82024-43927 MDOT 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. This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Consultant
Engineer's Estimate: \$47,905,215.48

Description of Project:

Structure replacement, structure removal, substructure replacement, substructure repair, cleaning and coating existing structural steel and ramp and approach reconstruction on I-94 over Grand Trunk Western Railroad (Dequindre Yards), I-94 under M-1 (Woodward Avenue) and under 12th Street, and 10 structures and ramps in the I-75/I-94 interchange, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	December 7, 1999	
Contract Date:	December 21, 1999	
Original Contract Amount:	\$50,807,740.55	
Total of Overruns/Changes (Approved to Date):	658,521.13	+ 1.30%
Total of Extras/Adjustments (Approved to Date):	8,113,704.97	+ 15.97%
Total of Negative Adjustments (Approved to Date):	-2,309,316.00	- 4.55%
THIS REQUEST	<u>292,001.35</u>	<u>+ 0.57%</u>
Revised Total	<u>\$57,562,652.00</u>	+ 13.29%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.72% over the original budget for an **Authorized to Date Amount** of \$57,270,650.65.

Approval of this extra will place the authorized status of the contract 13.29% or \$6,754,911.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2000-41	5, 7, 8	\$1,847,000.00	09/05/00
2001-36	34 r. 2, 35 r. 4	\$3,106,647.40	05/01/01

Contract Modification Number(s): 68, r.1

* Denotes a non-standard contract/amendment

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

CM 68

Extra – Re-handling and re-trucking beams

\$292,001.35

Total

\$292,001.35

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

This contract modification concerns the discovery and removal of contaminated soil found under the I-94 and Dequindre Yard Bridge (R01-of 82024). This also concerns the time delay and additional costs incurred by the contractor because of the prolonged time period it took to resolve the contaminated soil issue. A soil investigation performed during the design phase did not indicate the presence of contaminated material. The soil odor and appearance during construction excavation led project staff to believe contaminated soil might be present. As the contractor was excavating the proposed pier footings in February of 2000, the excavated material was tested at several locations and found to be contaminated at each location. Upon this discovery, the contractor was directed to suspend work operations in mid-March of 2000 while the soil issue was investigated and a course of action was determined.

At the request of the project office in April of 2000, the contractor hired an environmental consultant to prepare a site specific proposal in order to proceed with construction operations at the R01 structure. The as-prepared proposal included four specific steps that were in accordance with hazardous waste operations and emergency response requirements, as outlined by the Michigan Occupational Safety and Health Administration and the Michigan Department of Environmental Quality.

The site proposal was reviewed by MDOT and the contractor was directed to proceed with step one of the four step process in early June of 2000. The contractor was directed to proceed with steps two and three in late June and late July of 2000, respectively. In early September of 2000, the contractor was directed to proceed with step four of the process and the contractor resumed work on Stage 1 of the project on September 15, 2000. During the six month delay, the concrete beam fabricator did not have the storage capability at their yard in Bay City to store all the beams for the eastbound side of the bridge. The contractor secured a storage yard (Woodward-Manchester Company) that was approximately five miles from the project bridge. MDOT negotiated and agreed to reimburse the contractor for storing the beams during the delay in work, the double handling of beams once work was resumed, and the additional trucking to transport the beams from the storage yard to the project site. MDOT utilized invoices and force account records to document the additional cost. This extra work required supplemental FHWA concurrence for federal funding participation and the FHWA has verbally approved federal funding participation for this extra work. The contract modification is currently being processed for written approval by the FHWA.

This modification will reimburse the contractor for the following work: initial unloading of the beams at the contractor secured storage yard when the beams were delivered from the manufacturer; loading of the beams onto trucks at the temporary storage facility once work resumed; and delivery of the beams from the temporary storage yard to the I-94 / Dequindre Railyard bridge site. The initial beam delivery costs (i.e. handling and trucking costs from the manufacturer to the temporary storage location) and actual beam erection costs (i.e. the costs to unload the beams at the bridge and erect them on the new piers) are not part of this modification and are included with original contract pay items. The beam loading and re-handling part of the extra cost is \$181,896.02. The preceding cost also includes the storage yard cost. The beam manufacturer completed the delivery and re-trucking operation. Four truck and trailer units were used each day, and each truck and trailer unit required two pilot cars and associated drivers. The total re-trucking cost is \$551,920.01. The contractor utilized 25 work days to re-handle and re-truck the

* Denotes a non-standard contract/amendment

310 concrete beams for eastbound I-94. The extra cost for Extra – Re-handling and re-trucking beams is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction. The total extra cost of \$733,816.03 was offset by credits for several work items previously paid to the contractor. These items include foundation excavation credit, storage yard rental credit, and non-hazardous contaminated material credit. The quantity of work for foundation excavation and contaminated soil removal work went dramatically over the planned amount and the contractor agreed to apply a credit to each pay item. The credit was negotiated per unit of work and was applied to the final as constructed quantities. The three credits reduce the overall cost of the project by \$441,814.68 and were applied to this extra work item.

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 September 29, 2005, meeting, and is now recommended for approval by the State Administrative Board on October 4, 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, 80%; State Restricted Trunkline, 20.00%.
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: 48211.

144. **Extra 2005 - 120**

Control Section/Job Number:	47008-39997	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	S.L. & H. Contractors, Inc. P. O. Box 206 Corunna, MI 48817	
Designed By:	Consultant	
Engineer's Estimate:	\$331,099.35	
Description of Project:	Remove existing structure, construction of a pre-stressed concrete box beam bridge, and related approach work on Gregory Road over Red Cedar River, in Handy Township, Livingston County.	

* Denotes a non-standard contract/amendment

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 16, 2004	
Original Contract Amount:	\$299,055.24	
Total of Overruns/Changes (Approved to Date):	(11,870.96)	- 3.97%
Total of Extras/Adjustments (Approved to Date):	89,130.00	+ 29.80%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>26,968.64</u>	<u>+ 9.02%</u>
Revised Total	<u>\$403,282.92</u>	+ 34.85%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 25.83% over the original budget for an **Authorized to Date Amount** of \$376,314.28.

Approval of this extra will place the authorized status of the contract 34.85% or \$104,227.68 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s):

Item Number	Contract Modification Number	Amount	SAB Date
2005-74	3 r. 2	\$71,850.00	07/05/05

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

CM 4

Idled Equipment Compensation	<u>\$26,968.64</u>
Total	<u>\$26,968.64</u>

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

The original cofferdam design to be constructed in the field was authorized and approved by the engineer. Very slight driving resistance was noted during the placement of steel sheet piling for the abutment cofferdam. As a result of these site conditions, the engineer had an additional geotechnical investigation conducted, which revealed a groundwater infiltration problem that could not be resolved with customary dewatering methods. It was determined that the most efficient and cost effective method was the placement of a tremie seal. Due to the discovered unstable soils, no conventional means or methods were available to the contractor for dewatering. The contractor designed a new cofferdam, consistent with the geotechnical findings. A tremie seal was placed in the cofferdam to control the water level and allow placement of substructure concrete in a dry condition. The contractor's equipment was idle during the investigation of the soil conditions. The idle equipment time is being compensated per Section 109.03.C.2 of the 1996 Standard Specifications for Construction. The extra cost for Idled Equipment Compensation 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.

* Denotes a non-standard contract/amendment

This Extra was recommended for approval by the State Transportation Commission at its September 29, 2005, meeting, and is now recommended for approval by the State Administrative Board on October 4, 2005.

Purpose/Business Case: To compensate the contractor for idle equipment while a soil issue was investigated by the engineer. Payment is based on Sections 109.03.C.2 and 109.07 of the 1996 Standard Specifications for Construction.

Benefit: The addition of this work will allow the safe completion of the project and proper payment to the contractor based on contractual obligations.

Funding Source: FHWA, 80.0%; State Restricted Trunkline, 15.0%; Livingston County, 5.0%.

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: If this extra is not approved, MDOT will be unable to pay the contractor for services performed in good faith at the local agencies instruction.

Cost Reduction: Force account records, based on daily records of materials, equipment, and labor, were utilized to obtain cost.

Selection: Low bid.

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

Zip Code: 48336.

OVERRUNS

145. **Overrun 2005 - 58**

Control Section/Job Number: 82457-56179A 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: Cadillac Asphalt, LLC.
5905 Belleville Road
Belleville, MI 48111

Designed By: Local Agency
Engineer's Estimate: \$711,895.60

Description of Project:

2.4 km of milling bituminous surface, bituminous resurfacing with pavement rehabilitation, concrete curb cap repair, drainage structures, railing terminal tubing and guardrail on Gibraltar Road from Telegraph Road (US-24) to Cahill Road in the city of Flat Rock, Wayne County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	June 7, 2004	
Original Contract Amount:	\$663,486.56	
Total of Overruns/Changes (Approved to Date):	66,348.66	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,045.96	+ 0.61%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>45,987.18</u>	+ <u>6.93%</u>
Revised Total	<u>\$779,868.36</u>	+ 17.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.61% over the original budget for an **Authorized to Date Amount** of \$733,881.18.

Approval of this overrun will place the authorized status of the contract 17.54% or \$116,381.80 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

* Denotes a non-standard contract/amendment

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

Sodding, Class A, Modified	1389.020 m2 @ \$6.00/m2	\$8,334.12
Excavation; Earth	500.170 m3 @ \$18.00/m3	9,003.06
Misc. Structure Reconstruct	6.500 m @ \$1,500.00/m	9,750.00
Concrete Base Course, Non-reinforced, 240mm, Modified	450.000 m2 @ \$42.00/m2	18,900.00
Total		<u>\$45,987.18</u>

Reason(s) for Overrun(s):

The project plans provided a quantity of Excavation, Earth for the proposed lane widenings. The lane widenings were constructed to the dimensions and cross sections shown on the plans. A review of the design calculations discovered that the original plan quantity was calculated for the proposed concrete but not for the proposed aggregate base. The final quantity of Excavation, Earth necessary to build the project per the plans and specifications overran the original plan quantity.

The project plans depict concrete base course lane widening in five separate locations. The typical cross section shows anchoring the lane widening areas to the existing concrete 12 foot lane with lane ties. During construction operations, it was discovered that the underlying concrete lane was actually 10 feet wide with a 2.5 foot wide strip of full depth asphalt. This was not evident during the design phase as multiple asphalt overlays had been placed previously. The contractor was directed to remove the deteriorated asphalt and replace it with concrete base course. Additionally, a design calculation error was discovered during construction operations. These two reasons led to an overrun in the original bid item Concrete Base Course, Non-reinforced, 240mm, Modified.

Additional quantities of Sodding, Class A, Modified were necessary to build the project per the plans and specifications. The amount of necessary sodding was underestimated during the design phase.

Numerous drainage structures located in the roadway were discovered to be in worse condition than anticipated during the design phase. The structure deterioration required additional reconstruction work, resulting in an overrun to the original bid item Misc Structure Reconstruct.

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

This Overrun was recommended for approval by the State Transportation Commission at its September 29, 2005, meeting, and is now recommended for approval by the State Administrative Board on October 4, 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, 81.85%; Wayne 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: 48134.

* Denotes a non-standard contract/amendment

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

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 28, 2005 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: September 30, 2005 – Forum,
1st Floor, Michigan Library and Historical Center, 11:10 AM

CONTRACTS

1. *HIGHWAYS - Freeway Courtesy Patrol

Contract (2005-0478) between MDOT and Emergency Road Response, Inc. (ERR), will retroactively provide for freeway courtesy patrol services to be performed for assistance to stranded motorists throughout the Southeast Michigan freeway system (three days retroactive). 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 October 1, 2005, through September 30, 2008. The maximum contract amount, including possible incentive payment of 10 percent if ERR meets certain performance objectives, will be \$7,028,089.20. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This contract was approved by the State Administrative Board at its September 6, 2005, meeting for a contract amount of \$6,389,172 and a contract term of date of award through three years. The contract amount originally submitted represented the bid amount without the possible incentive amount. The contract includes incentive/disincentive provisions based on numbers of motorists assisted, response times, and customer satisfaction. The parties decided upon a contract term with specific beginning and ending dates for clarity.

Purpose/Business Case: The freeway courtesy patrol will assist 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.

Cost Reduction: Costs are based on low bid.

Selection: Low bid.

New Project Identification: This is not a new project.

ZipCode: 48226.

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Respectfully submitted,

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Director