

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

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

Transportation and Natural Resources - October 26, 2005 - 3:30 P.M.  
State Administrative Board Meeting - November 1, 2005 - 11:00 A.M.

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MINERAL LEASES

1. DIRECT OIL AND GAS LEASES (2) - NONDEVELOPMENT: DTE Gas and Oil Company of Traverse City, Michigan, 6.75 acres, more or less, of Department of Natural Resources, State-owned minerals located in Sections 11 and 12, T31N, R07W, Echo Township, Antrim County.

Terms: Three-year term, no extensions, 3/16 royalty, \$700.00 bonus consideration (\$100.00 per acre), and \$2.00 per acre annual rental.

2. DIRECT OIL AND GAS LEASES (2) - NONDEVELOPMENT: Ward Lake Energy of Gaylord, Michigan, 9.10 acres, more or less, of Department of Transportation, State-owned minerals located in Section 15, T28N, R05E, Mitchell Township, Alcona County.

Terms: One-year term, no extensions, 3/16 royalty, \$300.00 bonus consideration (\$30.00 per acre), and \$2.00 per acre annual rental.

These items were approved by the Chief of Forest, Mineral and Fire Management on October 7, 2005. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

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

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 26, 2005 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: November 1, 2005 – Museum Education Room,  
1<sup>st</sup> Floor Michigan Library and Historical Center, 11:00 AM

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**CONTRACTS**

1. HIGHWAYS (Real Estate) – Resolution “A” (Direct Sale – Right of First Refusal)  
Tract 899, Control Section 41064, Parcel 90AP, Part C

The subject tract is located in the township of Gaines, Kent County, Michigan, and contains approximately 0.97 acres. The appraisal was completed by Larry McKnight, an independent fee appraiser, on April 12, 2005, at \$235,300. It was reviewed by Doug Bixby, Property Analyst, Project Delivery Section, Real Estate Support Area, on June 2, 2005, at the amount of \$235,300. The tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on June 13, 2005, for the amount of \$235,300. The purchaser, Rapids Creek Partners, LLC, has a Right of First Refusal Agreement with MDOT allowing it the first opportunity to purchase the property. Rapids Creek Partners, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$47,060, which represents a 20 percent bid deposit. The property was not offered to the local municipality.

\$235,300

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

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

**Funding Source:** N/A - revenue generating.

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

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

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

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49518.

2. \*FINANCE & ADMINISTRATION - Welcome Center Operations

Memorandum of Understanding (MOU) (2006-0050) between MDOT and the Michigan Economic Development Corporation (MEDC) will retroactively provide for MEDC to administer the daily operations of the Michigan Welcome Centers for FY 2006 (thirty days retroactive). MDOT will retain control of the welcome centers and will determine policy and the services provided. Upon award, the MOU will be in effect from October 1, 2005, through September 30, 2006. The MOU amount will be \$4,221,700. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for MEDC to administer the travel information program in MDOT's thirteen welcome centers. MDOT and MEDC have agreed to work together on the delivery of travel information services to travelers and the integration of these services into an effective state tourism promotional effort.

**Benefit:** MEDC, through its Travel Michigan Program, works closely with the tourism industry to determine effective ways of marketing Michigan as a vacation destination. MEDC's understanding of the state's tourism industry and marketing efforts will enhance the travel information program in the welcome centers.

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

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

**Risk Assessment:** Not providing travel information at MDOT's welcome centers could negatively impact the state's tourism industry.

**Cost Reduction:** The contract will be based on actual costs incurred up to the maximum contract amount.

**Selection:** N/A.

**New Project Identification:** This contract will provide for the continuation of an existing program.

**Zip Code:** 48909.

3. \*HIGHWAYS - Increase Services and Amount, Extend Term

**Retroactive** Amendatory Contract (87-0660/A15) between MDOT and the National Oceanic and Atmospheric Administration, National Ocean Service (NOS), will retroactively provide for sixteen months of additional services, will increase the contract amount by \$71,276, \$52,650 for fiscal year 2005 and \$18,626 for the first four months of fiscal year 2006, and will extend the contract term by sixteen months. The original contract, which expired on September 30, 2004, provided for a geodetic advisor to serve as a liaison between MDOT and NOS and to perform training as needed, suggest improvements in techniques and procedures, monitor field operations and results, inspect monumentation, supervise and aid in the performance of mark maintenance, and aid MDOT in the office and field with any geodetic control work in which NOS has an interest. This amendment is retroactive because of oversights and delays by NOS and MDOT. The contract is usually amended on an annual basis. This amendment will allow reimbursement for the costs of services performed in FY 2005 and will provide for the continued maintenance and enhancement of MDOT's geodetic control infrastructure and a direct link to the National Geodetic Survey while a new contract is being processed. The revised contract term will be September 18, 1987, through January 30, 2006. The revised contract amount will be \$766,496. Source of Funds: 50% State Restricted Trunkline Funds and 50% National Oceanic and Atmospheric Administration Funds.

**Purpose/Business Case:** To retroactively provide for sixteen months of additional geodetic advisor services, increase the contract amount to pay for services for FY 2005 and the first four months of FY 2006, and extend the contract term by sixteen months. This amendment will allow reimbursement for the costs of services performed in FY 2005 and will provide for the continued maintenance and enhancement of MDOT's geodetic control infrastructure while a new contract is being processed.

**Benefit:** Will provide for geodetic advisor services for FY 2005 and the first four months of FY 2006; will allow reimbursement for the costs of the services that were performed in FY 2005; and will provide for the continued maintenance and enhancement of MDOT's geodetic control infrastructure while a new contract is being processed.

**Funding Source:** 50% State Restricted Trunkline Funds and 50% National Oceanic and Atmospheric Administration Funds.

**Commitment Level:** Contract costs are fixed and renewed on an annual basis.

**Risk Assessment:** If this amendment is not approved, geodetic advisor services will not be provided while a new contract is being processed, reimbursement will not be made for the services performed in FY 2005, and MDOT may lose access to knowledge and equipment necessary to maintain and enhance geodetic survey control.

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

**Selection:** N/A.

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

**Zip Code:** 48909.

4. HIGHWAYS - IDS University Research Services

Authorization (Z17) under Contract (2002-0532) between MDOT and Michigan State University will provide for the evaluation of the I-37A design process for new and rehabilitated jointed plain concrete (JPCP) and hot mix asphalt (HMA). The authorization will be in effect from the date of award through thirty months. The authorization amount will be \$189,539. The contract term is September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the evaluation of the I-37A design process for new and rehabilitated JPCP and HMA pavements.

**Benefit:** Analysis of the new Mechanistic-Empirical Pavement Design Guide (M-E PDG) as a potential method for pavement design in Michigan. The M-E PDG is being touted as a major improvement over the existing American Association of State Highway and Transportation Officials (AASHTO) design methodology. After completion of this project, we will have a better understanding of the M-E PDG itself and will be better able to make a decision on whether or not Michigan should adopt the M-E PDG as its standard pavement design methodology.

**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:** Within the next few years, AASHTO will ask the states to vote on the adoption of the M-E PDG as the standard AASHTO pavement design methodology. Since the current AASHTO method is the standard in Michigan, we would have to decide between the two should M-E PDG be adopted by AASHTO. The risk of not doing this research would be that a thorough analysis of this new methodology may not be completed prior to having to make those decisions. Another risk would be the loss of potential improved pavement performance should the M-E PDG not be adopted or if adoption is delayed.

**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:** 48824.

5. HIGHWAYS - IDS University Research Services

Authorization (Z18) under Contract (2002-0532) between MDOT and Michigan State University will provide for research services for quantifying coefficient of thermal expansion (CTE) values of typical hydraulic cement concrete paving mixtures. The authorization will be in effect from the date of award through two years. The authorization amount will be \$101,228. The contract term is September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for research services for quantifying CTE values of typical hydraulic cement concrete paving mixtures.

**Benefit:** This project will test typical concrete pavement mixes in Michigan for their CTE values. From this, we will discover the appropriate CTE values to input into the new Mechanistic-Empirical Pavement Design Guide. Accuracy of CTE is very important to the successful use of the new design guide with regard to concrete pavements. Michigan does not currently have the equipment to test CTE.

**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:** Even though the Mechanistic-Empirical Pavement Design Guide has not been adopted as standard by the American Association of State Highway and Transportation Officials or Michigan, the results of this project will be useful for current concrete pavement designs. Research from around the nation has shown that CTE has a significant impact on concrete pavement performance, yet we do not know the CTE properties of our typical concrete mixes.

**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:** 48824.

6. HIGHWAYS - IDS University Research Services

Authorization (Z2) under Contract (2003-0062) between MDOT and Michigan Technological University (MTU) will retroactively provide for continuation of the administration of the Local Technical Assistance Program (LTAP), which is mandated by the Federal Highway Administration (FHWA) (thirty days retroactive). The authorization is retroactive because submission of the 2006 workplan was delayed by negotiations between MDOT and MTU. Upon award, the authorization will be in effect from October 1, 2005, through September 30, 2006. The authorization amount will be \$368,000. The contract term is May 3, 2004, through May 3, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and MTU Funds; the percentages/amounts will depend on the particular work authorized.

**Purpose/Business Case:** To provide for continuation of the administration of LTAP, which is mandated by the FHWA. The authorization is retroactive because submission of the 2006 workplan was delayed by negotiations between MDOT and MTU.

**Benefit:** Will provide for continuation of LTAP services, in compliance with federal regulations.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, and MTU Funds; the percentages/amounts will depend on the particular work authorized.

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

**Risk Assessment:** If this authorization is not awarded, MDOT will not be in compliance with FHWA regulations, and the local agencies will not receive the benefits of new technology and training.

**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 services.

**Selection:** N/A.

**New Project Identification:** This is for the continuation of an existing program.

**Zip Code:** 49931.

7. HIGHWAYS - IDS University Research Services  
Authorization (Z19) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for the production of the *Research Record 2006*, a publication that highlights research sponsored by MDOT. The authorization will be in effect from date of award through one year. The authorization amount will be \$53,105.80. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The *Research Record 2006* is a technology transfer publication. The publication summarizes research findings and implementation. The publication is mailed to all local agencies and other state departments of transportation.

**Benefit:** The publication will provide an executive summary of research and potential benefits. This information will help the transportation agencies in Michigan to stay up-to-date in implementing new products and technology.

**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:** Lack of information about new products and procedures may result in higher costs in maintaining the highway systems.

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

**Selection:** N/A.

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

**Zip Code:** 49931.

8. HIGHWAYS - IDS Design Consultant Services  
Authorization Revision (Z25/R3) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will extend the authorization term by one year. URS Corporation Great Lakes needs additional time to review the maintenance manual being produced by Alfred Benesch & Company, and Alfred Benesch & Company had to wait until the bridge work was complete to complete the manual so the manual would reflect the constructed details. The original authorization provided for the performance of independent review services for two tied arch bridges, I-94 eastbound and westbound over US-24 (CS 82022 – JN 51516D). The revised authorization term will be August 28, 2003, through November 21, 2006. The authorization amount remains unchanged at \$44,882.12. The contract term is November 21, 2002, through November 21, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term by one year in order to provide for additional time for review of the maintenance manual. URS Corporation Great Lakes needs additional time to review the maintenance manual being produced by Alfred Benesch & Company because the bridge work had to be complete for the manual to reflect the constructed details.

**Benefit:** Will provide additional time for a thorough review of the maintenance manual. The manual will be used by the Maintenance Division as a guide for inspections and trouble shooting on this complex structure.

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

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

**Risk Assessment:** If this time extension is not approved, MDOT will not have an independent review of the manual.

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

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

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

**Zip Code:** 48180.

9. HIGHWAYS-IDS Construction Engineering Services

Authorization Revision (Z36/R2) under (Contract 2003-0264) between MDOT and Hubbell Roth & Clark, Inc., will provide for the performance of additional construction engineering services on 22 bridges along I-96 in the townships of Brighton, Genoa, Handy, Howell, and Marion, Livingston County, and will increase the authorization amount by \$43,579.35. The original authorization provides for construction engineering services to be performed on various bridges in Livingston County (CS 47065 – JN 77705A). The authorization term remains unchanged, July 1, 2004, through June 9, 2006. The revised authorization amount will be \$143,547.41. The contract term is June 9, 2003, through June 9, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional construction engineering services to be performed on 22 bridges along I-96 in the townships of Brighton, Genoa, Handy, Howell, and Marion, Livingston County. The additional services are needed because additional extras and additional time were granted to the contractor.

**Benefit:** Inspection and oversight services will be provided for the construction project, in accordance with federal requirements. This will ensure quality construction workmanship and will ensure that the work is being performed in a timely and efficient manner.

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

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

**Risk Assessment:** If this revision is not approved, the project may not receive the oversight necessary to guarantee a quality project, and federal funds may be lost.

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

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

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

**Zip Code:** 48843.

10. HIGHWAYS - IDS University Research Services

Authorization (Z3) under Contract (2004-0090) between MDOT and Western Michigan University will provide for the evaluation of the rapid bridge replacement technique at Parkview Bridge in Kalamazoo, Michigan. The authorization will be in effect from the date of award through three years. The authorization amount will be \$224,522. 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 evaluation of the constructability and performance of an innovative technique for rapid bridge replacement using full-depth precast deck panels at the Parkview Bridge in Kalamazoo, Michigan.

**Benefit:** Will allow for rapid bridge replacement at night, during weekends, and during other periods of low traffic volume to minimize travel inconveniences, construction time, labor costs, and environmental impacts.

**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:** An appropriate strategy for rapid replacement of bridge structures will not be realized without a clear understanding of the structural behavior of full depth precast deck panels and an evaluation of the construction method.

**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:** 49008.

11. HIGHWAYS – Time Extension

Amendatory Contract (2004-0235/A2) between MDOT and Tetra Tech MPS will extend the contract term by four months to continue services at no additional cost to MDOT while MDOT resolves issues with construction extras. The original contract provides for full construction engineering services to be performed for the new freeway interchange at M-59 and for the relocated Adams Road in Rochester Hills, Oakland County (CS 63043 - JN 77201A). The revised contract term will be April 26, 2004, through March 1, 2006. The contract amount remains unchanged at \$1,078,634.64. Source of Funds: 80% Federal Highway Administration Funds, 17.59% State Restricted Trunkline Funds, and 2.41% local funds.

**Purpose/Business Case:** To extend the contract term to provide for the additional time necessary to maintain full construction engineering services for the new freeway interchange at M-59 and relocated Adams Road in Rochester Hills, Oakland County. The construction project includes part of relocated Adams Road, weave/merge lanes on eastbound and westbound M-59, four new interchange ramps, one new bridge at a ramp over ramp grade separation, and removal of existing Adams Road interchange features. The additional time will allow for a large number of construction extra issues to be resolved, for the determination of final quantities, and for the close-out of the construction project.

**Benefit:** The additional time will help to ensure that the project is built to MDOT and federal standards and that the safety of travelers is protected at all times.

**Funding Source:** 80% Federal Highway Administration Funds, 17.59% State Restricted Trunkline Funds, and 2.41% local funds.

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

**Risk Assessment:** Failure to properly oversee construction may result in work that does not meet MDOT standards. The implications of work not meeting MDOT standards may include a reduced service life, increased maintenance costs, loss of federal funding for the entire project, and failure of some portion of the interchange.

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

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

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

**Zip Code:** 48307.

12. \*HIGHWAYS - Revise Scope, Increase Amount

Amendatory Contract (2004-0358/A3) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design and coordination services to separate all work related to the design for the reconstruction of the road and ramps in accordance with MDOT pavement design requirements and the performance of grading and earthwork, shoulder upgrades, and geometric work from the original design into independent projects and will increase the contract amount by \$239,112.07. The original contract provides for the design of the reconstruction of M-10 between M-102 and M-39 in the city of Southfield, Oakland County (CS 63081 - JN 75229C). The contract term remains unchanged, November 2, 2004, through December 1, 2006. The revised contract amount will be \$3,552,883.03. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

**Purpose/Business Case:** To provide for the performance of additional design and coordination services to separate all work related to the design for the reconstruction of the road and ramps in accordance with MDOT pavement design requirements and the performance of grading and earthwork, shoulder upgrades, and geometric work from the original design into independent projects and will increase the contract amount by \$239,112.07. The original

contract provides for the design of the reconstruction of M-10 between M-102 and M-39 in the city of Southfield, Oakland County

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

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

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

**Risk Assessment:** The intent behind this initiative is to break up large projects into multiple smaller ones in order to create additional work opportunities within the contracting community.

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

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

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

**Zip Code:** 48075.

13. HIGHWAYS - IDS Design Consultant Services

Authorization (Z9) under Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC, will provide for design services to be performed for the development of capital scheduled maintenance (CSM) scoping packages along I-69 in Eaton County from the Calhoun County line north to Charlotte (CS 23061 - JN 85195). This scoping project includes 26 bridges. The work items include drainage system cleaning/repair, spot painting, joint repair/replacement, concrete surface sealing, minor concrete patching and repair, concrete crack coating, approach pavement relief joint work, and slope paving repair. The authorization will be in effect from the date of award through August 19, 2007. The authorization amount will be \$160,660.78. The contract term is August 19, 2004, through August 19, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for the development of CSM scoping packages along I-69 in Eaton County from the Calhoun County line north to Charlotte. This scoping project includes 26 bridges. The scope of the project is to evaluate bridge repair needs, recommend treatments, and prepare a design package for CSM construction projects.

**Benefit:** Will provide for maintenance of the existing serviceability and reduce the deterioration rates of 26 bridges.

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

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

**Risk Assessment:** Not authorizing this project could result in further deterioration of the 26 bridges and will become more expensive to repair them.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48813.

14. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z3) under Contract (2004-0563) between MDOT and H. W. Lochner, Inc., will provide for the development of design plans for 67 miles of freeway signing upgrading on US-31 in Ottawa, Muskegon, Oceana, and Mason Counties (CS Various - JN 84905C). 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 September 9, 2007. The authorization amount will be \$474,980.90. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 100% Federal Highway Administration Funds.

\*Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for the development of design plans for 67 miles of freeway signing upgrading on US-31 in Ottawa, Muskegon, Oceana, and Mason Counties. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, including 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 plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

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

**Zip Code:** 48909.

15. HIGHWAYS - IDS Design Consultant Services

Authorization (Z8) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for preliminary design engineering services to be performed for the total reconstruction of M-13 from Hess Avenue to Court Street/Ezra Rust Avenue (north of M-46) in the city of Saginaw, Saginaw County (CS 73051 - JN 45909C). This portion of M-13 has drainage, utility, and soil issues. The work items include miscellaneous pick-up survey work, drainage study work and related storm sewer design work, combined sewer separation work, water main work, curb and gutter removal and replacement, access management, geometric improvements, and other miscellaneous improvements. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$288,595.37. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for preliminary design engineering services to be performed for the total reconstruction of M-13 from Hess Avenue to Court Street/Ezra Rust Avenue (north of M-46) in the city of Saginaw, Saginaw County.

**Benefit:** Will provide for a new road with proper drainage, separated sanitary and storm sewers, new water mains, improved intersection sight distance, new pavement and curb and gutter, striping the roadway for three lanes to reduce crashes, and improved safety for the motorists.

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

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

**Risk Assessment:** Not authorizing this project could result in improper drainage creating voids under the road, continued deterioration of the infrastructure, and greater repair expenses.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48605.

16. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z23) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for the development of design plans for 8.5 miles of freeway signing upgrading on I-275 from I-75 north to the southern Wayne County line in Monroe County (CS 58171 - JN 84892C). 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 April 5, 2008. The authorization amount will be \$117,529.67. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the development of design plans for 8.5 miles of freeway signing upgrading on I-275 from I-75 north to the southern Wayne County line in Monroe County. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, including 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 plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

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

**Zip Code:** 48909.

17. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z24) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for the development of design plans for 32 miles of freeway signing upgrading on I-275 from the Monroe/Wayne County line north to the I-96/I-696 interchange, Wayne and Oakland Counties (CS 82291 - JN 84893C). 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 April 5, 2008. The authorization amount will be \$465,924.91. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the development of design plans for 32 miles of freeway signing upgrading on I-275 from the Monroe/Wayne County line north to the I-96/I-696 interchange, Wayne and Oakland Counties. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, including 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 plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

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

**Zip Code:** 48909.

18. HIGHWAYS - Time Extension

Amendatory Contract (2005-0235/A2) between MDOT and Karco Engineering, LLC, will extend the contract term by three months to provide sufficient time for the consultant to complete the services at no additional cost to MDOT. Additional time is needed to allow for the management of difficulties in building a bridge guardrail for one of the crash tests. The original contract provides for crash testing of four MDOT roadside devices. The revised contract term will be May 18, 2005, through February 18, 2006. The maximum contract amount remains unchanged at \$119,250. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This time extension will provide additional time necessary to allow for the management of difficulties in building a bridge guardrail for one of the crash tests, at no additional cost to MDOT. A sub-vendor making a mold for the required bridge railing for one of the tests is severely behind schedule. The original contract provides for the performance of crash testing for four MDOT roadside devices. The devices being crash-tested are the temporary concrete barrier, guardrail-to-bridge anchorage, the portable four feet by five feet sign system, and the four feet by four feet diamond-shaped sign system. The Federal Highway Administration has already granted MDOT the additional time to submit acceptable crash testing reports.

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

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

**Commitment Level:** Low bid.

**Risk Assessment:** The risk of not approving this time extension is that the consultant will not be able to complete the crash tests. A new contract would then be required for completion of the services at MDOT's additional expense.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

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

**Zip Code:** 48909.

19. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5074) between MDOT and the City of Flint will provide for funding participation in the following improvements:

PART A

Coldmilling and resurfacing work along Highway M-54 (Dort Highway) from Leith Street to Stewart Avenue.

PART B

Signal work necessary for the maintenance of traffic required for coldmilling and resurfacing work along Highway M-54 (Dort Highway) from Leith Street to Stewart Avenue.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$788,000	\$26,400	\$814,400
State Restricted Trunkline Funds	\$152,900	\$ 5,200	\$158,100
City of Flint Funds	<u>\$ 21,800</u>	<u>\$ 700</u>	<u>\$ 22,500</u>
Total Funds	<u>\$962,700</u>	<u>\$32,300</u>	<u>\$995,000</u>

MG 25072 – 53202; Genesee County  
Letting of 9/9/2005; Force Account

**Purpose/Business Case:** To provide for a rehabilitation project on a state trunkline.  
**Benefit:** Will provide for the continuation of safe roadway.  
**Funding Source:** Federal Highway Administration Funds; State Trunkline and Bridge Construction Funds; City of Flint Funds.  
**Commitment Level:** 81.85% federal; 15.88% state; 2.27% City of Flint for Parts A and B.  
**Risk Assessment:** Possible deterioration of roadway.  
**Cost Reduction:** Part A: low bid; Part B: relocation of traffic signals to be performed by City. Estimate reviewed to verify that costs are reasonable and valid.  
**Selection:** Part A: low bid; Part B: N/A.  
**New Project Identification:** Part A: rehabilitation of existing road; Part B: relocation of existing utilities.  
**Zip Code:** 48506.

20. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2005-5388) between MDOT and the Genesee County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category C Funds and Federal Highway Administration Funds (Minimum Guarantee) designated by Act No. 51 of the Public Acts of 1951 as TED Category C Funds:

Reconstruction and widening work along Holly Road from Highway I-75 to McCandlish Road.

The purpose of this amendment is to replace the Federal Minimum Guarantee Funds with State Transportation Economic Development Category C Funds to accommodate the availability and make effective use of these funds.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (TED)	\$1,313,279	\$(1,313,279)	\$ 0
Federal Highway Administration Funds	\$1,266,401	\$ 0	\$1,266,401
State Restricted TED Funds	\$ 0	\$ 1,313,279	\$1,313,279
Genesee County Road Commission Funds	<u>\$ 644,920</u>	<u>\$ 0</u>	<u>\$ 644,920</u>
Total Funds	<u>\$3,224,600</u>	<u>\$ 0</u>	<u>\$3,224,600</u>

EDCF 25544 – 50109  
 Amendment

**Purpose/Business Case:** To amend the original contract to replace the Federal Minimum Guarantee Funds with State Transportation Economic Development Funds.  
**Benefit:** Will allow an exchange of funds based on the availability and effective use of these funds.  
**Funding Source:** Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Genesee County Road Commission Funds.  
**Commitment Level:** 80% state up to \$1,313,279 and 20% Genesee County Road Commission for the first \$1,641,599 of the project cost; 80% federal and 20% Genesee County Road Commission for costs in excess of \$1,641,599; based on estimate.  
**Risk Assessment:** Without this amendment, effective use of these funds cannot be made.  
**Cost Reduction:** N/A. (Original was for low bid.)  
**Selection:** N/A. (Original was for low bid.)  
**New Project Identification:** N/A. (Original was for construction of additional width for roadway.)  
**Zip Code:** 48439.

21. HIGHWAYS - Cost Participation for Local Agency Utility Relocation  
 Contract (2005-5392) between MDOT and the Road Commission for Oakland County will provide for funding participation in the following improvements utilizing Federal Highway Administration Funds (Minimum Guarantee) designated by Act No. 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category C Funds:

Utility relocation work for the widening work along Crooks Road from Auburn Road to Highway M-59.

Estimated Funds:

Federal Highway Administration Funds (TED)	\$761,800
Road Commission for Oakland County Funds	<u>\$190,400</u>
Total Funds	<u>\$952,200</u>

EDCF 63544 - 56254

Utility Relocation

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

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

**Funding Source:** Federal Minimum Guarantee Funds and Road Commission for Oakland County Funds.

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

**Risk Assessment:** Without funding, utility relocation and subsequent construction of the project may not occur, which could result in a loss of development opportunities.

**Cost Reduction:** Utility facilities owned by DTE Energy, and relocation work to be performed by DTE Energy. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Relocation of existing utility facilities.

**Zip Code:** 48387.

22. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2005-5393) between MDOT and the Village of Lake Odessa will provide for funding participation in the following improvements:

PART A

Replacement of 8-inch and 12-inch diameter watermain along Highway M-50 from Fourth Avenue to Jordan Lake Avenue.

PART B

Improvements to the Lake Odessa Village Park north of Highway M-50 between Fourth Avenue and Second Avenue, including watermain, retaining wall, curb and gutter, sidewalk, and approach work.

The purpose of this amendment is to provide for the addition of the Part B portion to the project and the change in the project cost to reflect the additional cost of Part B.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$ 77,400	\$ 0	\$ 77,400
Village of Lake Odessa Funds	<u>\$ 77,400</u>	<u>\$48,600</u>	<u>\$126,000</u>
Total Funds	<u>\$154,800</u>	<u>\$48,600</u>	<u>\$203,400</u>

BI04 34021 – 45857; Ionia County  
 Amendment

**Purpose/Business Case:** To amend original contract to add improvements to the Lake Odessa Village Park and associated costs.

**Benefit:** Will provide for local infrastructure improvements.

**Funding Source:** Village of Lake Odessa Funds for Part B.

**Commitment Level:** 100% Village of Lake Odessa for Part B; based on estimate.

**Risk Assessment:** With amendment, improvements to Village Park will be made without future interference to state trunkline.

**Cost Reduction:** Part A: Low Bid; Part B: Negotiated with contractor.

**Selection:** N/A.

**New Project Identification:** N/A. (Original was for rehabilitation of existing roadway.)

**Zip Code:** 48849.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2005-5403) between MDOT and the Road Commission for Macomb County will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category C Funds and Federal Highway Administration Funds (Minimum Guarantee) designated by Act No. 51 of the Public Acts of 1951 as TED Category C Funds:

Reconstruction and widening work from two lanes to five lanes along Gratiot Avenue from 24 Mile Road to 26 Mile Road, including pavement removal, station grading, aggregate base, subgrade undercutting, culvert installation, sewer installation, drainage improvement, underdrain, hot mix asphalt surfacing, concrete pavement, and concrete curb and gutter work.

The purpose of this amendment is to provide for a cap on the federal funds being applied to the eligible items of the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (TED)	\$3,156,800	\$ 23.24	\$3,156,823.24
State Restricted TED Funds	\$2,652,500	\$(43.24)	\$2,652,456.76
Road Commission for Macomb County Funds	<u>\$1,452,300</u>	<u>\$ 20.00</u>	<u>\$1,452,320.00</u>
Total Funds	<u>\$7,261,600</u>	<u>\$ 0</u>	<u>\$7,261,600.00</u>

EDCF 50544 – 59059  
 Amendment

**Purpose/Business Case:** To amend the original contract to provide for a cap on the federal funds being applied to the eligible items of the project cost.

**Benefit:** Will allow the project to be funded appropriately.

**Funding Source:** Federal Minimum Guarantee Funds, State Transportation Economic Development Funds, and Road Commission for Macomb County Funds.

**Commitment Level:** 80% federal up to \$3,156,823.24 and 20% Road Commission for Macomb County for the first \$3,946,029.05 of the project cost; 80% State and 20% Road Commission for Macomb County for costs in excess of \$3,946,029.05; based on estimate.

**Risk Assessment:** With amendment, the project will be funded appropriately.

**Cost Reduction:** N/A. (Original was for low bid.)

**Selection:** N/A. (Original was for low bid.)

**New Project Identification:** N/A. (Original was for construction of additional width for roadway.)

**Zip Code:** 48043.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5407) between MDOT and the City of Marquette will provide for participation in the following improvements:

Emergency roadway repair work at Lake Shore Boulevard over the Dead River, including embankment, channel protection, and guardrail work.

Estimated Funds:

Federal Highway Administration Funds	\$551,600
City of Marquette Funds	<u>\$ 0</u>
Total Funds	<u>\$551,600</u>

ER 52085 – 54615; Marquette County  
 Local Letting and Force Account

**Purpose/Business Case:** To provide for participation in emergency roadway repair and roadside work.

**Benefit:** Restoration of roadway facilities damaged by a natural disaster.

**Funding Source:** Federal Emergency Relief Funds.

**Commitment Level:** 100% federal funds.

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

**Cost Reduction:** Low bid with local agency performing cleanup, restoration, barricade, and detour work as approved by the Federal Highway Administration.

**Selection:** Low bid.

**New Project Identification:** Repair of existing roadway facilities.

**Zip Code:** 49855.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5422) between MDOT and Village of L’Anse will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Streetscaping work along Broad Street from Division Street to Baraga Street and along Main Street from Fourth Street to Front Street, including bumpout, tree, stamped concrete, planter, and decorative lighting work.

Estimated Funds:

Federal Highway Administration Funds	\$250,000
Village of L’Anse Funds	<u>\$612,069</u>
Total Funds	<u>\$862,069</u>

STE 07013 – 82623; Baraga County  
 Local Letting

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

**Benefit:** Beautification of transportation system.

**Funding Source:** Federal Transportation Enhancement Activities Funds and Village of L’Anse Funds.

**Commitment Level:** 29% federal up to \$250,000 and the balance by the Village of L’Anse; based on estimate.

\*Denotes a non-standard contract/amendment

**Risk Assessment:** Contract required in order for the Village to receive these federal funds.  
**Cost Reduction:** Low bid.  
**Selection:** Low bid.  
**New Project Identification:** New beautification of existing roadway.  
**Zip Code:** 49946.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5423) between MDOT and the Village of Fife Lake will provide for participation in the construction of the following Transportation Enhancement improvements:

Ornamental street lighting work along State Street from approximately 150 feet west of Highway US-131 easterly to Center Street.

Estimated Funds:

Federal Highway Administration Funds	\$168,816
Village of Fife Lake Funds	<u>\$ 72,350</u>
Total Funds	<u>\$241,166</u>

STE 28051 – 83576; Grand Traverse County  
 Local Force Account

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century.  
**Benefit:** Beautification of transportation system.  
**Funding Source:** Federal Transportation Enhancement Activities Funds and Village of Fife Lake Funds.  
**Commitment Level:** 70% federal up to \$168,816 and the balance by the Village of Fife Lake; based on estimate.  
**Risk Assessment:** Contract required in order for the Village to receive these federal funds.  
**Cost Reduction:** Work to be performed by utility company. Estimate reviewed to make sure costs are reasonable and valid.  
**Selection:** N/A.  
**New Project Identification:** New beautification of existing roadway.  
**Zip Code:** 49633.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5431) between MDOT and the Genesee County Road Commission will provide for participation in the following improvements:

Traffic signal modernization, interconnection, and optimization work along Pierson Road from Elms Road to Clio Road.

Estimated Funds:

Federal Highway Administration Funds	\$90,800
Genesee County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$90,800</u>

CMG 25402 – 82998  
 Local Force Account

**Purpose/Business Case:** To upgrade existing traffic signals.  
**Benefit:** Improved intersection operation and safety.  
**Funding Source:** Federal Congestion Mitigation and Air Quality Funds and Genesee County Road Commission Funds.  
**Commitment Level:** 100% federal up to \$105,000 and the balance by Genesee County Road Commission.  
**Risk Assessment:** Contract required in order for the County to receive these federal funds.  
**Cost Reduction:** Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.  
**Selection:** N/A.  
**New Project Identification:** Improvement of existing traffic signals.  
**Zip Code:** 48504.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5434) between MDOT and the City of Saginaw will provide for participation in the following improvements:

Traffic signal upgrading work citywide.

Estimated Funds:

Federal Highway Administration Funds	\$64,800
City of Saginaw Funds	<u>\$16,200</u>
Total Funds	<u>\$81,000</u>

STH 73609 – 80629; Saginaw County  
 Local Force Account

**Purpose/Business Case:** To upgrade existing traffic signals.  
**Benefit:** Improved intersection operation and safety.  
**Funding Source:** Federal Surface Transportation Program Funds and City of Saginaw Funds.  
**Commitment Level:** 80% federal up to \$200,000 and the balance by City of Saginaw.  
**Risk Assessment:** Contract required in order for the City to receive these federal funds.  
**Cost Reduction:** Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.  
**Selection:** N/A.  
**New Project Identification:** Improvement of existing traffic signals.  
**Zip Code:** 48601.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5436) between MDOT and the City of Montague will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Nonmotorized pathway work along abandoned railroad right-of-way from Old Channel Trail to Whitbeck Road.

Estimated Funds:

Federal Highway Administration Funds	\$ 73,500
City of Montague Funds	<u>\$ 31,500</u>
Total Funds	<u>\$105,000</u>

STE 61073 – 83619; Muskegon County  
 Local Letting

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

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

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

**Commitment Level:** 70% federal up to \$73,500 and the balance by the City of Montague; based on estimate.

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

**Cost Reduction:** Low bid.

**Selection:** Low bid.

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

**Zip Code:** 49437.

30. HIGHWAYS – Memorandum of Understanding  
 Memorandum of Understanding (2005-5446) between MDOT and Michigan Department of Natural Resources (MDNR) will provide for participation in the construction under contract by the MDNR of the following Transportation Enhancement improvements:

Non-motorized pathway improvement work along abandoned railroad right-of-way from Grant Township, Clare County, to Pleasant Plains Township, Lake County, for the Pere Marquette State Trail, including brushing, filling, grading, bridge deck, bridge railing, fencing, parking area, and signing work.

Estimated Funds:

Federal Highway Administration Funds	\$216,000
MDNR Funds	<u>\$144,000</u>
Total Funds	<u>\$360,000</u>

STE 67900 – 74166; Clare, Osceola, and Lake Counties  
 Letting by MDNR

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

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

**Funding Source:** Federal Transportation Enhancement Activities Funds and MDNR Funds.

**Commitment Level:** 60% federal up to \$216,000 and the balance by MDNR; based on estimate.

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

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing pedestrian and bicycle facilities.

**Zip Code:** 49677.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2005-5447) between MDOT and the County of Wayne will provide for participation in the following improvements:

Traffic signal interconnection work along Eureka Road from Telegraph Road to Allen Road.

Estimated Funds:

Federal Highway Administration Funds	\$45,860
County of Wayne Funds	\$ 0
Total Funds	<u>\$45,860</u>

CMG 82022 – 83018

Local Force Account

**Purpose/Business Case:** To upgrade existing traffic signal system.

**Benefit:** Improved intersection operation and safety.

**Funding Source:** Federal Congestion Mitigation and Air Quality Funds and County of Wayne Funds.

**Commitment Level:** 100% federal up to \$53,000 and the balance by County of Wayne.

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

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

**Selection:** N/A.

**New Project Identification:** Improvement of existing traffic signal system.

**Zip Code:** 48180.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2005-5452) between MDOT and the Dickinson County Road Commission will provide for participation in the following improvements:

Reconstruction and geometric improvement work at the intersection of Traders Mine Road and Collins Road.

Estimated Funds:

Federal Highway Administration Funds	\$64,500
Dickinson County Road Commission Funds	<u>\$16,100</u>
Total Funds	<u>\$80,600</u>

STH 22609 - 80582

Local Force Account

\*Denotes a non-standard contract/amendment

**Purpose/Business Case:** To reconstruct intersection and improve intersection geometry.  
**Benefit:** Increased intersection safety.  
**Funding Source:** Federal Surface Transportation Program Funds and Dickinson County Road Commission Funds.  
**Commitment Level:** 80% federal up to \$200,000 and balance by Dickinson County Road Commission.  
**Risk Assessment:** Contract required in order for the County to receive these federal funds.  
**Cost Reduction:** Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.  
**Selection:** N/A.  
**New Project Identification:** Improvement of existing intersection.  
**Zip Code:** 49801.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5458) between MDOT and the Baraga County Road Commission will provide for participation in the following improvements:

Emergency culvert replacement work at five locations along Aura Road from 0.75 miles west of Pequaming Road westerly approximately four miles, including embankment, base course, and surfacing work.

Estimated Funds:

Federal Highway Administration Funds	\$34,500
Baraga County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$34,500</u>

ER 07084 - 78929  
 Local Force Account

**Purpose/Business Case:** To provide for participation in emergency roadway repair and roadside work.  
**Benefit:** Restoration of roadway facilities damaged by a natural disaster.  
**Funding Source:** Federal Emergency Relief Funds.  
**Commitment Level:** 100% federal funds.  
**Risk Assessment:** Contract required in order for the County to receive these federal funds.  
**Cost Reduction:** Emergency repair work performed by local agency as approved by the Federal Highway Administration.  
**Selection:** N/A.  
**New Project Identification:** Repair of existing roadway facilities.  
**Zip Code:** 49946.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2005-5459) between MDOT and the Baraga County Road Commission will provide for participation in the following improvements:

Permanent culvert replacement work at six locations along Section 16 Road from 0.13 miles west of Highway M-28 westerly approximately 2.47 miles.

Estimated Funds:

Federal Highway Administration Funds	\$28,800
Baraga County Road Commission Funds	<u>\$ 7,200</u>
Total Funds	<u>\$36,000</u>

ER 07027 - 78932  
 Local Force Account

**Purpose/Business Case:** To permanently restore roadway facilities for which emergency repairs were performed.  
**Benefit:** Increased life expectancy and safety of roadway facilities.  
**Funding Source:** Federal Emergency Relief Funds and Baraga County Road Commission Funds.  
**Commitment Level:** 80% federal, 20% Baraga County Road Commission.  
**Risk Assessment:** Possible failure of roadway facilities resulting in closure to traffic.  
**Cost Reduction:** Local agency to perform the work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.  
**Selection:** N/A.  
**New Project Identification:** Permanent restoration of existing roadway facilities.  
**Zip Code:** 49946.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Amendatory Contract (2005-5462) between MDOT and the Ottawa County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Non-motorized pathway work along 148<sup>th</sup> Avenue from Highway M-104 southerly to Leonard Street.

The purpose of this amendment is to provide for an increase in the federal participation ratio (from 69 percent to 80 percent) and an increase in the maximum amount of federal funds (from \$276,000 to \$376,517) to be applied to the eligible items of the project cost. The project cost reflects the maximum amount in which the Federal Highway Administration will participate.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$276,000	\$100,517	\$376,517
Ottawa County Road Commission Funds	<u>\$124,000</u>	<u>\$(29,871)</u>	<u>\$ 94,129</u>
Total Funds	<u>\$400,000</u>	<u>\$ 70,646</u>	<u>\$470,646</u>

STE 70081 – 73858  
 Amendment

**Purpose/Business Case:** Amend original contract to increase the federal participation ratio and the maximum amount of federal funds to be applied to the eligible items of the project cost.

**Benefit:** The project will be able to be built with this change in funding.

**Funding Source:** Federal Transportation Enhancement Activities Funds and Ottawa County Road Commission Funds.

**Commitment Level:** 80% federal up to \$376,517 and the balance by Ottawa County Road Commission; based on estimate.

**Risk Assessment:** Without this change in funding, the project may not be able to be built.

**Cost Reduction:** N/A. (Original contract was for low bid.)

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

**New Project Identification:** N/A. (Original contract was for new pedestrian and bicycle facility.)

**Zip Code:** 49456.

36. HIGHWAYS - IDS Engineering Services

Contract (2006-0041) between MDOT and Traffic Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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.

37. \*MACKINAC BRIDGE AUTHORITY - IDS Engineering Services

Contract (2006-0046) between the Mackinac Bridge Authority and Parsons Transportation Group, Inc., of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The Mackinac Bridge Authority Chairman asked that a contract be processed to allow the Mackinac Bridge Authority to approve and execute a contract directly with Parsons Transportation Group, Inc., of Michigan for as-needed engineering services, including, but not limited to, bridge inspections, at the November 5, 2005, meeting. The contract will be in effect from the date of execution through three years. The maximum contract amount will be \$1,000,000, 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: Mackinac Bridge Authority Toll Road Funds.

38. MULTI-MODAL - Section 5307/CMAQ Program

Project Authorization (Z14) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will provide state matching funds for the City's FY 2005 Section 5307 Urbanized Area Formula Capital/Congestion Mitigation and Air Quality (CMAQ) Improvement Program grants for the purchase of two buses and surveillance and security equipment. The authorization will be in effect from September 7, 2005, through September 6, 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 \$127,830. Toll credits in the amount of \$1,566 will be allocated as match for the purchase of surveillance and security equipment. 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 - \$103,830; FY 2002 State Restricted Comprehensive Transportation Funds - \$24,000.

**Purpose/Business Case:** To provide state matching funds for the City's FY 2005 Section 5307 Urbanized Area Formula Capital/CMAQ Improvement Program grants for the purchase of two buses and surveillance and security equipment.

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

**Funding Source:** Federal Transit Administration Funds (FTA) - \$103,830; FY 2002 State Restricted Comprehensive Transportation Funds - \$24,000.

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

**Risk Assessment:** If this authorization is not approved, federal funds may be lost and the needed transit improvements will not be completed.

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

**Selection:** N/A.

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

**Zip Code:** 49016.

39. MULTI-MODAL - Section 5309 Program

Project Authorization (Z12) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), in Port Huron, will provide state matching funds for BWATC's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the construction of an administration and maintenance facility. The authorization will be in effect from August 5, 2005, through August 4, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,377,256. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,901,805; FY 2002 State Restricted Comprehensive Transportation Funds - \$475,451.

**Purpose/Business Case:** To provide state matching funds for BWATC's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the construction of an administration and maintenance facility.

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

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

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

**Risk Assessment:** If this authorization is not approved, federal funds may be lost and the needed facility may not be built.

**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:** 48060.

40. MULTI-MODAL - CMAQ Program

Project Authorization (Z13) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will provide state matching funds for BWATC's FY 2005 Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of up to three small replacement buses. The authorization will be in effect from August 9, 2005, through August 8, 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 \$375,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$300,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$75,000.

**Purpose/Business Case:** To provide state matching funds for BWATC's FY 2005 CMAQ Improvement Program grant for the purchase of up to three small replacement buses.

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

**Funding Source:** Federal Transit Administration Funds (FTA) - \$300,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$75,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48060.

41. MULTI-MODAL – Section 5307

Project Authorization Revision (Z2/R4) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will extend the authorization term by approximately eight months to allow sufficient time for the City to complete the bus passenger shelter renovation project. The project is being undertaken in conjunction with major renovations of the City's downtown transfer center, which may cause a delay in completion. This extension will allow time for the completion of the shelter placements next spring in case the project cannot be completed yet this fall. The original authorization provides state matching funds for the City's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be April 25, 2002, through June 30, 2006. The authorization amount remains unchanged at \$1,397,251. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,117,800; FY 2002 State Restricted Comprehensive Transportation Funds - \$275,072; City of Kalamazoo Funds - \$4,379.

**Purpose/Business Case:** To provide for a time extension of approximately eight months to allow for completion of the bus passenger shelter renovation project.

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

**Funding Source:** Federal Transit Administration (FTA) Funds - \$1,117,800; FY 2002 State Restricted Comprehensive Transportation Funds - \$275,072; City of Kalamazoo Funds - \$4,379.

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

**Risk Assessment:** If this revision is not approved, federal funds may be lost and the needed transit improvements may not be completed.

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

**Selection:** N/A.

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

**Zip Code:** 49007.

42. MULTI-MODAL - Section 5307 Program

Project Authorization (Z32) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transportation services in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the Lake Erie Transportation Commission for the purchase of replacement and expansion buses, automatic data processing hardware and software, and transit security equipment and for maintenance facility rehabilitation/renovation. The authorization will be in effect from May 20, 2005 through May 19, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$347,771. Toll credits in the amount of \$3,125 will be allocated as match for the hardware and software and transit security line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$281,342; FY 2002 State Restricted Comprehensive Transportation Funds - \$66,429.

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

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

**Funding Source:** Federal Transit Administration Funds (FTA) - \$281,342; FY 2002 State Restricted Comprehensive Transportation Funds - \$66,429.

**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:** 48226.

43. MULTI-MODAL - Section 5307 Program

Project Authorization (Z33) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transportation services in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of small buses and support vehicles, for facility renovation at two sites, and for preventive maintenance, signage, and security services. The authorization will be in effect from August 15, 2005, through August 14, 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 \$13,807,531. Toll credits in the amount of \$1,997,043 will be allocated as match for the support vehicles, preventive maintenance, signage, and security line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$13,043,067; FY 2002 State Restricted Comprehensive Transportation Funds - \$764,464.

**Purpose/Business Case:** To provide state matching funds for the SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of small buses and support vehicles, for facility renovation at two sites, and for preventive maintenance, signage, and security services.

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

**Funding Source:** Federal Transit Administration Funds (FTA) - \$13,043,067; FY 2002 State Restricted Comprehensive Transportation Funds - \$764,464.

**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:** 48226.

44. \*MULTI-MODAL - Reduce Amount

Amendatory Contract (2004-0225/A1) between MDOT and Lafarge North America, Inc., will reduce the loan contract amount by \$20,929.37 as the actual construction costs were lower than originally estimated. The project amount will be reduced by \$41,858.74. The original contract provides financial assistance in the form of a loan under the Freight Economic Development Program for \$146,732.50 or up to 50 percent of the project cost for the rehabilitation of 3,395 feet of track and the construction of 1,100 feet of new track and a switch assembly in the city of Alpena. The contract term remains unchanged, from June 9, 2004, until one year after the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever is earlier. The revised project cost will be \$251,606.26; Lafarge North America, Inc., will provide 50 percent funding of \$125,803.13. The revised loan contract amount will be \$125,803.13. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$125,803.13.

**Purpose/Business Case:** To reduce the loan amount as actual construction costs were lower than estimated.

**Benefit:** Reducing the contract amount to actual costs will allow unneeded funding to be returned to the loan fund to be reallocated to other projects.

**Funding Source:** FY 2004 State Restricted Comprehensive Transportation Funds - \$125,803.13; Lafarge North America, Inc., Funds - \$125,803.13.

**Commitment Level:** This amendment will result in a reduction to the original contract amount due to lower project construction costs.

**Risk Assessment:** The risk of not approving this amendment is that funding that could be reallocated to another project will not be available.

**Cost Reduction:** Project was completed at a lower cost.

**Selection:** N/A.

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

**Zip Code:** 49707.

45. **\*MULTI-MODAL - Increase Scope and Amount**

Amendatory Contract (2004-0227/A1) between MDOT and J. Rettenmaier USA LP will increase the contract amount by \$3,583.70 to cover the difference between the estimated project costs and the actual project costs incurred and to increase the scope of services to add walkway improvement work to the project. The project amount will be increased by \$7,167.40. The original contract provides financial assistance in the form of a loan under the Freight Economic Development Program for \$85,188 or up to 50 percent of the project cost for the construction of a 1,244-foot railroad spur in the city of Schoolcraft, Kalamazoo County. The contract term remains unchanged, from August 2, 2004, until one year after the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever is earlier. The revised project cost will be \$177,543.40; J. Rettenmaier USA LP will provide 50 percent funding of \$88,771.70. The revised loan contract amount will be \$88,771.70. Source of Funds: FY 2004 and FY 2006 State Restricted Comprehensive Transportation Funds - \$88,771.70.

**Purpose/Business Case:** This amendment will increase the loan contract amount by \$3,583.70 to provide for walkway improvements and to reflect the actual bid cost of the project.

**Benefit:** Will provide J. Rettenmaier USA LP with transloading capabilities at its facility, which will result in lower raw material prices, which will allow the facility to gain a larger market share and increase its production volume.

**Funding Source:** FY 2004 and FY 2006 State Restricted Comprehensive Transportation Funds - \$88,771.70; J. Rettenmaier USA LP Funds - \$88,771.70.

**Commitment Level:** Project work was competitively bid by J. Rettenmaier USA LP; additional funding is needed to address unanticipated costs associated with project materials.

**Risk Assessment:** The risks of not approving this amendment are the loss of economic growth and job creation for this area.

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

**Selection:** N/A.

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

**Zip Code:** 49087.

46. \*MULTI-MODAL - Novate, Revise Scope, Increase Amount, Extend Project Completion Period  
Amendatory Contract (2004-0238/A1) between MDOT, Dean Specialty Foods Group, and Bay Valley Foods, LLC, will provide for the reassignment of the contract responsibilities from Dean Specialty Foods Group to Bay Valley Foods, LLC, will change the project scope to meet the needs of Bay Valley Foods, LLC, will increase the amount by \$6,982.50 to fund the project scope adjustment, and will retroactively extend the project completion period by one year. The original contract provides financial assistance in the form of an economic development loan for \$79,820 or up to 50 percent of the project cost for the construction of a 1,235-foot railroad spur track in the city of Wayland, Allegan County. Bay Valley Foods, LLC, recently completed the purchase of Dean Specialty Foods Group. Bay Valley Foods, LLC, has requested a change in scope to reduce the construction of the railroad spur track by 550 feet and to provide for the purchase and installation of fifteen drip pans with safety guards in the track to contain spills from tanker cars. The scope change will require an additional \$13,965 and a one-year extension of the project construction period to provide Bay Valley Foods, LLC, with additional time to install the drip pans and the safety guards that cover them. The contract term remains unchanged, from September 15, 2004, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever occurs first. No costs have been or will be incurred between the expiration of the original project completion date of September 14, 2005, and the date of award of this novation/amendment. The revised project amount will be \$173,605; Dean Specialty Foods Group/Bay Valley Foods, LLC, will provide 50 percent funding of \$86,802.50. The revised loan contract amount will be \$86,802.50. Source of Funds: FY 2004 and FY 2006 State Restricted Comprehensive Funds - \$86,802.50.

**Purpose/Business Case:** To provide for the novation of the economic development loan contract that provides up to fifty percent of the project cost for the construction of spur track in Allegan County, to change the scope of the project to reduce the construction of spur track by 500 feet and add the purchase and installation of fifteen drip pans with safety guards, to increase the loan contract amount by \$6,982.50 to cover the cost of the change in project scope, and to extend the project completion date to allow time for the installation of fifteen drip pans with safety guards.

**Benefit:** The installation of drip pans will contain spills from tanker cars, preventing possible environmental and/or safety issues on the track structure.

**Funding Source:** FY 2004 and FY 2006 State Restricted Comprehensive Funds - \$86,802.50; Dean Specialty Foods Group/Bay Valley Foods, LLC, Funds - \$86,802.50.

**Commitment Level:** Project work was competitively bid by Dean Specialty Foods Group; additional funding is needed to address the costs associated with the change in scope.

**Risk Assessment:** If this amendment is not approved, the appropriate environmental and safety precautions will not be in place and MDOT will be holding a loan contract with an entity that no longer exists.

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

**Selection:** N/A.

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

**Zip Code:** 49348.

47. \*MULTI-MODAL - Rail Passenger Operating  
Contract (2006-0040) between MDOT and the National Railroad Passenger Corporation (Amtrak) will retroactively provide financial support for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, Michigan, and Chicago, Illinois, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, and New Buffalo, Michigan, and Chicago, Illinois (thirty days retroactive). The contract will provide for the continuation of these existing services. Upon award, the contract will be in effect from October 1, 2005, through August 10, 2006. The contract amount will be \$6,100,000. Source of Funds: 100% State Restricted Comprehensive Transportation Funds.

**Purpose/Business Case:** To provide funds to Amtrak for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, Michigan, and Chicago, Illinois, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, and New Buffalo, Michigan, and Chicago, Illinois. The term of this contract is 10 months and 10 days.

**Benefit:** This service will help provide the people of Michigan with a balanced transportation system.

**Funding Source:** FY 2006 State Restricted Comprehensive Funds- \$6,100,000.

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

**Risk Assessment:** Not providing these funds will result in the discontinuation of rail passenger service to Michigan's traveling public outside of the Detroit-Chicago Corridor.

**Cost Reduction:** Amtrak and MDOT continue to work together to provide a service that continues to increase ridership and revenues. It is anticipated that these increases will decrease the costs of operating the service.

**Selection:** N/A.

**New Project Identification:** This is not a new project. This contract provides for the continuation of services on the two routes identified above.

**Zip Code:** 48909.

48. \*MULTI-MODAL - Port Authority Operating Assistance  
Contract (2006-0044) between MDOT and the Detroit/Wayne County Port Authority will retroactively provide funding to help finance the Authority's FY 2006 operations. This funding is provided under the provisions of 1978 PA 639. The contract will be in effect from October 1, 2005, through September 30, 2006. The contract amount will be \$500,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$500,000.

**Purpose/Business Case:** To provide financial assistance to the Authority pursuant to 1978 PA 639 for the Authority's FY 2006 operations.

**Benefit:** Enhanced economic development opportunities for the City of Detroit, Wayne County, and the state of Michigan through the use of all transportation modes to move goods and through the promotion and development of the transportation, industrial, recreation, and commercial facilities within the Authority's jurisdiction for the benefit of the citizens of the state of Michigan.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$500,000.

**Commitment Level:** The contract is based on cost estimates and is limited to the line-item appropriation amount.

**Risk Assessment:** Not undertaking this project would reduce the economic benefits to the city, county, and state from domestic and foreign trade that comes through the Port of Detroit.

**Cost Reduction:** In accordance with the provision of PA 639 of 1978, MDOT can only match the total of equal shares (25%) contributed by the city and county, for a total MDOT match of 50% of the budget up to \$500,000.

**Selection:** N/A.

**New Project Identification:** This is not a new project. This contract will provide for the continuation of port services.

**Zip Code:** 48214.

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

Amendatory Contract (2004-0345/A1) between MDOT and the City of Battle Creek will increase the scope of work of the project to include additional information in the environmental assessment and will increase the contract amount by \$7,700. The original contract provides for an environmental assessment at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract term remains unchanged, August 6, 2004, through August 5, 2024. The revised contract amount will be \$144,700. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$130,150	\$7,315	\$137,465
State Restricted Aeronautics Funds	\$ 3,425	\$ 192	\$ 3,617
City of Battle Creek Funds	\$ 3,425	\$ 193	\$ 3,618
Total	<u>\$137,000</u>	<u>\$7,700</u>	<u>\$144,700</u>

**Purpose/Business Case:** The project includes an environmental assessment (EA) for a parallel runway. This amendment is to add funds to rewrite the EA to include new information as to the importance of this project. As the EA was about to be finished, the Base Realignment Commission was given a recommendation to close the Air National Guard base located at the airport. This information needs to be incorporated in the EA and the purpose and need for the project reviewed in light of this information.

**Benefit:** The environmental assessment will provide documentation that will ensure that all environmental impacts of the proposed parallel runway improvements are identified, including the potential closure of the Air National Guard base.

**Funding Source:** Federal Aviation Administration Funds - \$137,465; State Restricted Aeronautics Funds - \$3,617; City of Battle Creek Funds - \$3,618; Contract Total - \$144,700.

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

**Risk Assessment:** The risk of not awarding the amendment is that an incomplete document will be produced that will be rejected by the resource agencies, and the parallel taxiway will not be able to be constructed.

**Cost Reduction:** The amount of the amendment has been reviewed by MDOT personnel for appropriateness and for any cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49015.

50. \*MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2005-0406/A1) between MDOT and the Dickinson County Board of Commissioners will increase the contract amount by \$5,000 due to higher than anticipated costs for airport crack sealing. The original contract provides for airport crack sealing at the Ford Airport in Iron Mountain, Michigan. The contract term remains unchanged, August 23, 2005, through February 22, 2007. The revised contract amount will be \$15,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$ 5,000	\$2,500	\$ 7,500
Dickinson County Funds	\$ 5,000	\$2,500	\$ 7,500
Total	<u>\$10,000</u>	<u>\$5,000</u>	<u>\$15,000</u>

**Purpose/Business Case:** To provide for an increase in funds in order to cover higher than anticipated costs for airport crack sealing. The original cost was based on an estimate.

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

**Funding Source:** State Restricted Aeronautics Funds - \$7,500; Dickinson County Funds - \$7,500; Contract Total - \$15,000.

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

**Risk Assessment:** The risk of not awarding the amendment is that the project could not be completed. Dickinson County would be responsible for the additional costs. The county cannot afford the additional cost at this time without state participation.

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

**Selection:** N/A.

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

**Zip Code:** 49801.

51. MULTI-MODAL (Aeronautics) - Sound Attenuation

Contract (2006-0042) between MDOT and the County of Oakland will provide federal and state grant funds for sound attenuation at the Oakland County International Airport in Pontiac, 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 \$3,750,000. Source of Funds: FAA Funds (via block grant) - \$3,000,000; State Restricted Aeronautics Funds - \$656,250; Oakland County Funds - \$93,750.

**Purpose/Business Case:** An extensive study was conducted by the FAA at the Oakland County International Airport which confirmed that the noise generated on the airport is having a negative impact on nearby residents. Under the Airport Noise Compatibility Program (FAR Part 150), the FAA provides funding for noise mitigation measures for residents living on properties that surround the airport. The program provides property owners identified as being within a high noise exposure area with a couple of options, on a voluntary basis. The airport could either soundproof (sound attenuate) the eligible residents' homes to reduce interior noise levels or the airport could purchase the resident property and lease it for compatible use.

**Benefit:** Will provide noise protection for residents surrounding the airport.

**Funding Source:** FAA Funds (via block grant) - \$3,000,000; State Restricted Aeronautics Funds - \$656,250; Oakland County Funds - \$93,750; Contract Total - \$3,750,000.

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

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

**Cost Reduction:** The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** This is phase II of an existing project.

**Zip Code:** 48327.

52. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2006-0043) between MDOT and the Mason County Board of Commissioners will provide federal and state grant funds for design services for the rehabilitation of the turnaround and/or hold apron to runway 18 and apron-taxiway and design services for the rehabilitation of the pavements on runways 7/25 and 18/36 at the Mason County Airport in Ludington, 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 \$28,000. Source of Funds: FAA Funds (via block grant) - \$22,400; State Restricted Aeronautics Funds - \$4,900; Mason County Funds - \$700.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of the turnaround and/or hold apron to runway 18 and apron-taxiway and the rehabilitation of the pavements on runways 7/25 and 18/36.

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

**Funding Source:** FAA Funds (via block grant) - \$22,400; State Restricted Aeronautics Funds - \$4,900; Mason County Funds - \$700; Contract Total - \$28,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49431.

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

Contract (2006-0049) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide state grant funds for airport crack sealing at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$20,000. Source of Funds: State Restricted Aeronautics Funds - \$10,000; SMRAA Funds - \$10,000.

**Purpose/Business Case:** To provide for routine crack sealing of airport pavements.

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

**Funding Source:** State Restricted Aeronautics Funds - \$10,000; SMRAA Funds - \$10,000; Contract Total - \$20,000.

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

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

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

**Selection:** N/A.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 49022.

54. \*TRANSPORTATION PLANNING - State Long Range Plan (SLRP)

Contract (2006-0045) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for assistance in the development of MDOT's 2005-2030 State Long Range Plan (SLRP) process. The contract will be in effect from the date of award through September 30, 2007. The contract amount will be \$1,976,310. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the development of the SLRP to support MDOT's efforts to create a statewide strategic multimodal plan for an intelligent, inclusive, integrated, and international transportation system that is socially, environmentally, and economically responsible, in compliance with statewide planning processes governed by federal law (23 USC 134 and 135).

**Benefit:** Will help to provide a 25-year policy and investment strategy that serves as a guideline to support future investment decision-making. The State of Michigan depends on a safe and efficient transportation system to strengthen communities, provide access to jobs, services, and centers of trade, and retain and enhance our economic competitiveness in the global marketplace. The SLRP will be developed with extensive public involvement.

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

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

**Risk Assessment:** Not performing this project could result in jeopardizing federal transportation funds. Federal regulations require that all states develop long-range statewide transportation plans with a minimum 20-year forecast. Each plan will provide for the development and implementation of the intermodal transportation system.

**Selection:** Qualifications-based.

**Cost Reduction:** The cost is reasonable based on cost comparisons with other state departments of transportation who are or have recently completed their SLRP.

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

**Zip Code:** 48909.







58. LETTING OF SEPTEMBER 23, 2005  
 PROPOSAL 0509206  
 PROJECT M 81063-80842, ETC  
 LOCAL AGRMT. 05-5341  
 START DATE - MARCH 01, 2006  
 COMPLETION DATE - OCTOBER 30, 2008

ENG. EST.                      LOW BID  
 \$ 4,925,632.40      \$ 5,855,190.35

% OVER/UNDER EST.  
 18.87 %

1.16 mi of noise wall construction, drainage and tree replacement on I-94 eastbound from Coleman Street to Harris Road and westbound I-94/US-12 from Emerick Street to Gill Avenue, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 5,855,190.35</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 5,884,096.38	Same	2
Walter Toebe Construction Co.	\$ 6,071,793.96	Same	3
Anlaan Corporation	\$ 6,418,141.43	Same	4
Dan's Excavating, Inc.	\$ 6,435,678.62	Same	5
E. C. Korneffel Co.	\$ 18,518,872.47	cannot total	n/c
Future Fence Company			
J. Slagter & Son Construction Co.			
Angelo Iafrate Construction Company			
E.T. MacKenzie Company			

6 Bidders

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

**Purpose/Business Case:** 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:**

80842A		
State Restricted Trunkline Funds		90.00 %
Ypsilanti Township		10.00 %
84618A		
State Restricted Trunkline Funds		90.00 %
Ypsilanti Township		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:** 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:** 48197.

59. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510001  
 PROJECT BHI 11015-55905  
 LOCAL AGRMT.  
 START DATE - APRIL 17, 2006  
 COMPLETION DATE - SEPTEMBER 29, 2006

ENG. EST.                      LOW BID  
 \$ 2,931,397.51    \$ 3,217,658.99

% OVER/UNDER EST.  
 9.77 %

0.38 mi of hot mix asphalt cold milling and resurfacing, bridge deck replacement, bridge painting, curb and gutter, storm sewer, freeway signing, and road approach work on I-94, over Sawyer Road (Exit 12), Berrien County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 3,217,658.99</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Co.	\$ 3,352,431.23	Same	2
Anlaan Corporation	\$ 3,396,846.36	Same	3
Hardman Construction, Inc.	\$ 3,488,530.36	Same	4
L. W. Lamb, Inc.	\$ 3,516,191.54	Same	5
Midwest Bridge Company	\$ 3,645,756.98	Same	6
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
Milbocker and Sons, 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 factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

55905A

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:** 49125.

















68. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510010  
 PROJECT MG 62011-78563, ETC  
 LOCAL AGRMT. 05-5181  
 START DATE - APRIL 03, 2006  
 COMPLETION DATE - MAY 14, 2007

ENG. EST.                      LOW BID  
 \$ 2,293,362.53      \$ 2,342,140.31

% OVER/UNDER EST.  
 2.13 %

4.57 mi of hot mix asphalt cold milling, resurfacing, and crack sealing on M-82 from M-120 east to Stewart Street, and 0.43 mi of road reconstruction and widening, curb and gutter, culvert replacement and storm sewer, water main, sanitary sewer and lighting improvements on M-82 from east of Industrial Drive east to west of Market Avenue in the city of Fremont, Newaygo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kammaing &amp; Roodvoets, Inc.</b>	<b>\$ 2,342,140.31</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 2,358,889.95	Same	2
C & D Hughes, Inc.	\$ 2,384,658.18	Same	3
Kalin Construction Co., Inc.	\$ 2,384,979.95	Same	4
Nagel Construction, Inc.	\$ 2,476,495.21	Same	5
Wadel Stabilization, Inc.	\$ 2,477,896.15	Same	6
D. J. McQuestion & Sons, Inc.	\$ 2,491,686.84	Same	7
Diversco Construction Company	\$ 2,531,457.56	Same	8
Schippers Excavating, Inc.	\$ 2,599,785.47	Same	9
Nashville Construction Company	\$ 2,784,954.41	Same	10
Maclean Construction Company			
Hallack Contracting, Inc.			
Brenner Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			
Hardman Construction, Inc.			
L.J. Construction, Inc.			

10 Bidders

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

**Purpose/Business Case:** This project is a combination of two programs. The 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 Capital Preventive Maintenance Program goal is to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to slow future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

78563A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
79505A		
Federal Highway Administration Funds		66.89 %
City of Fremont		18.28 %
State Restricted Trunkline Funds		14.83 %

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

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance and Rehabilitation.

**Zip Code:** 49412.

69.	LETTING OF OCTOBER 07, 2005	ENG. EST.	LOW BID
	PROPOSAL 0510011	\$ 811,162.29	\$ 965,724.41
	PROJECT M 32032-72107		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 05, 2006		
	COMPLETION DATE - OCTOBER 14, 2006		19.05 %

8.54 mi of hot mix asphalt overlay, cold milling and joint repair on M-53 from south of Kinde Road northerly to the centerline of Grindstone Road and on M-25 from the centerline of Grindstone Road (M-25) northerly and westerly to west of the centerline of Larned Road in the villages of Kinde and Port Austin, Huron County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Pyramid Paving &amp; Contracting</b>	\$ 965,724.41	Same	1 **
Saginaw Asphalt Paving Company	\$ 998,317.90	Same	2
Albrecht Sand & Gravel Co.			

2 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

72107A		
State Restricted Trunkline Funds		100 %

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

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

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.













76. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510024  
 PROJECT STG 84917-85180  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2006

ENG. EST.  
 \$ 852,448.22

LOW BID  
 \$ 810,823.80

% OVER/UNDER EST.  
 -4.88 %

Traffic signal modernization at 7 to 10 locations on various state trunk line locations in Macomb, Oakland, St. Clair and Wayne Counties.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	<b>\$ 810,823.80</b>	<b>Same</b>	<b>1 **</b>
Rauhorn Electric, Inc.	\$ 861,645.20	Same	2
Motor City Electric Utilities Co.	\$ 924,844.31	Same	3
Severance Electric Co., Inc.	\$ 925,782.08	Same	4
Alpha Electric, Inc.	\$ 927,827.00	Same	5
Metropolitan Power & Lighting, Inc	\$ 1,555,082.00	Same	6
Posen Construction, Inc.			
Trans Tech Electric Limited Partner			

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:**

85180A

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:** Signal modernization.

**Zip Code:** 48075 Region-wide.













83. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510031  
 PROJECT STH 37021-76143  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 06, 2006  
 COMPLETION DATE - OCTOBER 27, 2006

ENG. EST. \$ 459,464.23  
 LOW BID \$ 502,766.10  
 % OVER/UNDER EST. 9.42 %

0.33 mi of hot mix asphalt surfacing and widening for new center left turn lane on M-20 (Remus Road) from west of Meridian Road to east of Meridian Road and on Meridian Road from M-20 southerly, Isabella County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fisher Contracting Company</b>	<b>\$ 516,488.19</b>	<b>\$ 502,766.10</b>	<b>1 **</b>
Kamminga & Roodvoets, Inc.	\$ 507,010.92	Same	2
Crawford Contracting, Inc.	\$ 515,033.41	\$ 513,833.41	3
Rohde Brothers Excavating, Inc.	\$ 579,610.50	\$ 579,568.50	4
L.J. Construction, Inc.	\$ 585,342.74	Same	5
The Isabella Corporation	\$ 597,214.35	Same	6
CRS/Shaw Contracting Co.			
Central Asphalt, Inc.			
Milbocker and Sons, Inc.			
Bourdow Trucking Company			
Central Michigan Contracting, Inc.			
M & M Excavating Co., Inc.			
D. J. McQuestion & Sons, Inc.			

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:**

76143A

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

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

**Risk Assessment:** There is a greater risk of 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:** 48858.























95. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510048  
 PROJECT IM 50112-84044  
 LOCAL AGRMT.  
 START DATE - JUNE 01, 2006  
 COMPLETION DATE - JUNE 10, 2006

ENG. EST.  
 \$ 120,142.53

LOW BID  
 \$ 89,990.50

% OVER/UNDER EST.  
 -25.10 %

6.18 mi of overband crack treatment on I-94 from M-29 (23 Mile Road) to the St. Clair County line in Macomb County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Municipal Construction Inc.</b>	<b>\$ 89,990.50</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 95,961.75	Same	2
Michigan Joint Sealing, Inc.	\$ 98,948.00	Same	3
Interstate Sealant & Concrete, Inc.	\$ 99,489.58	Same	4
Causie Contracting, Inc.	\$ 132,540.00	Same	5
Fahrner Asphalt Sealers, Inc.			

5 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

84044A

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:** 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:** 48047.



97. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510050  
 PROJECT MG 14101-83985  
 LOCAL AGRMT.  
 START DATE - JUNE 12, 2006  
 COMPLETION DATE - JULY 21, 2006

ENG. EST.                      LOW BID  
 \$ 418,005.07                \$ 417,120.04

% OVER/UNDER EST.  
 -0.21 %

7.70 mi of hot mix asphalt, ultra-thin overlay on M-152 from County Line Road to M-51 in Van Buren and Cass Counties.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 417,120.04</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 428,424.68	Same	2
Consumers Asphalt Company			

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

83985A

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:** 49047.











103. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510057  
 PROJECT M 04021-83388  
 LOCAL AGRMT.  
 START DATE - JUNE 12, 2006  
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.  
 \$ 152,599.50

LOW BID  
 \$ 164,960.80

% OVER/UNDER EST.  
 8.10 %

1.53 mi of hot mix asphalt cold milling and resurfacing on M-32 from east of Bagley Street easterly to US-23 in the city of Alpena, Alpena County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 164,960.80</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.			

1 Bidder

**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:**

83388A

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:** 49707.

104. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510058  
 PROJECT MG 84914-84176  
 LOCAL AGRMT.  
 START DATE - JULY 10, 2006  
 COMPLETION DATE - OCTOBER 20, 2006

ENG. EST.  
 \$ 408,320.00

LOW BID  
 \$ 306,508.80

% OVER/UNDER EST.  
 -24.93 %

47.10 mi of hot mix asphalt crack treatment at various locations in Arenac, Clare, Gratiot, Isabella, Midland and Saginaw Counties.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 306,508.80</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 307,112.00	Same	2
Daffinson, Inc.	\$ 368,697.60	Same	3
Fahrner Asphalt Sealers, Inc.	\$ 399,945.60	Same	4
Municipal Construction Inc.	\$ 406,440.00	Same	5
Causie Contracting, Inc.	\$ 448,744.00	Same	6

6 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments 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:**

84176A

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:** 48858 Region-wide.





## LOCAL PROJECTS

107. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510014  
 PROJECT STH 12609-80550  
 LOCAL AGRMT. 05-5328  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.  
 \$ 432,083.75

LOW BID  
 \$ **476,669.32**

% OVER/UNDER EST.  
 10.32 %

Bridge railing and guardrail upgrade, superstructure widening and replacement with related approach work at 6 locations in Matteson and Girard Townships, Branch County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J.E. Kloote Contracting, Inc.</b>	<b>\$ 476,669.32</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 485,514.90	Same	2
Heystek Contracting Inc.	\$ 523,141.00	Same	3
Davis Construction, Inc.	\$ 526,181.05	Same	4
Midwest Bridge Company	\$ 531,746.65	Same	5
Nashville Construction Company	\$ 564,231.45	Same	6
Quantum Construction Company, Inc.			
Walter Toebe Construction Co.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
Milbocker and Sons, Inc.			
Snowden, Inc.			
Tri-Valley Landscaping, Inc.			
L. W. Lamb, Inc.			

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:**

80550A  
 Branch County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 49036.

108. LETTING OF OCTOBER 07, 2005  
 PROPOSAL 0510015  
 PROJECT BRT 11002-78922  
 LOCAL AGRMT. 05-5241  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 30, 2006

ENG. EST.  
 \$ 1,874,993.15

LOW BID  
 \$ 1,942,441.12

% OVER/UNDER EST.  
 3.60 %

Remove existing structure, construct a 3-span precast concrete I-beam bridge and related approach work on North Shore Drive over the Paw Paw River, in the city of Benton Harbor, Berrien County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 1,942,441.12</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 2,031,207.78	Same	2
Hardman Construction, Inc.	\$ 2,088,770.56	Same	3
Anlaan Corporation	\$ 2,227,757.11	Same	4
Walter Toebe Construction Co.	\$ 2,295,101.72	Same	5
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			
S.L. & H. Contractors, Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			

5 Bidders

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

**Purpose/Business Case:** The project is for the replacement of a bridge on 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 Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

78922A	
City of Benton Harbor	5.01 %
Federal Highway Administration Funds	79.99 %
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 the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

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





**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:** 48820.

111.	LETTING OF OCTOBER 07, 2005	ENG. EST.	LOW BID
	PROPOSAL 0510018	\$ 356,957.80	\$ <b>346,785.67</b>
	PROJECT BRO 47016-53447		
	LOCAL AGRMT. 05-5380		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 11, 2006		-2.85 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work, on Roepke Road over the Portage River, Livingston County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J.E. Kloote Contracting, Inc.</b>	<b>\$ 346,785.67</b>	<b>Same</b>	<b>1 **</b>
S.L. & H. Contractors, Inc.	\$ 370,274.55	Same	2
E.T. MacKenzie Company	\$ 373,276.50	Same	3
Davis Construction, Inc.	\$ 399,452.85	Same	4
Milbocker and Sons, Inc.	\$ 419,032.75	Same	5
E. C. Korneffel Co.	\$ 426,101.63	Same	6
Heystek Contracting Inc.	\$ 429,269.00	Same	7
Anlaan Corporation	\$ 458,143.10	Same	8
Walter Toebe Construction Co.	\$ 483,904.01	Same	9
McDowell Construction , L.L.C.			
J. Slagter & Son Construction Co.			
Posen Construction, Inc.			
C.A. Hull Co., Inc.			

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.

**Source of Funds:**

53447A

Livingston County	5.11 %
Federal Highway Administration Funds	79.91 %
State Restricted Trunkline Funds	14.98 %

**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:** 48137.





**EXTRAS**

114. **Extra 2005 - 121**

Control Section/Job Number: 25544-50145 Local Agency Project

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

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

Contractor: Genoak Construction Company  
P.O. Box 182  
Holly, MI 48442

Designed By: Rowe, Inc.  
Engineer's Estimate: \$2,206,999.00

Description of Project:

Hot mix asphalt roadway reconstruction and widening from two to five lanes with drainage and geometric improvements on Holly Road from McCandlish Road to the Grand Blanc city limits and from the Grand Blanc city limits to Saginaw Street in the city of Grand Blanc, Genesee County.

Administrative Board Approval Date:	August 19, 2003	
Contract Date:	September 19, 2003	
Original Contract Amount:	\$1,931,697.00	
Total of Overruns/Changes (Approved to Date):	(77,514.26)	- 4.01%
Total of Extras/Adjustments (Approved to Date):	113,450.87	+ 5.87%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>94,819.68</u></b>	<b><u>+ 4.91%</u></b>
<b>Revised Total</b>	<b><u>\$2,062,453.29</u></b>	<b>+ 6.77%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.86% over the original budget for an **Authorized to Date Amount** of \$1,967,633.61.

Approval of this extra will place the authorized status of the contract 6.77% or \$130,756.29 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 1

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

**CM 4**

Subgrade Undercut Special – 1x3 Stone	1,384.66 m3 @ \$26.00/m3	\$36,001.16
Berm Constr	1.000 LS @ \$2,856.02/LS	2,856.02
Reconfigure Conc. Appr. East Leg	1.000 LS @ \$12,981.22/LS	12,981.22
Delineator Post w/Reflector	25.000 ea @ \$36.00/ea	900.00
Reflective Tubular Marker w/Base	30.000 ea @ \$68.50/ea	2,055.00
Damaged & Replaced Barricade Lights	28.000 ea @ \$15.00/ea	420.00
Pavt. Marking, NR, Paint, 600mm Stop Bar	45.420 m2 @ \$17.05/m2	774.41
Furn, Plant & Water Trees (Autumn Blaze)	1.000 LS @ \$5,164.00/LS	5,164.00
Transfer Traffic Signal to New Span Wire	1.000 ea @ \$6,216.94/ea	6,216.94
TS, Reconfigure	1.000 ea @ \$9,700.06/ea	9,700.06
Case Sign, Four Way, 300 mm by 675 mm	1.000 ea @ \$1,800.00/ea	1,800.00
Dr Structure, 600 mm dia	6.000 ea @ \$700.00/ea	4,200.00
Gate Well, Reconst, Case 1	7.000 ea @ \$820.00/ea	5,740.00
Pavt Mrkg, Type R, 100 mm, White, Temp	186.230 m @ \$5.68/m	1,057.79
Pavt Mrkg, Type R, 100 mm, Yellow, Temp	346.860 m @ \$5.68/m	1,970.16
Pavt Mrkg, Longit, 125 or Less Width, Rem	1,657.180 m @ \$1.80/m	2,982.92
<b>Total</b>		<b><u>\$94,819.68</u></b>

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

The subgrade was severely saturated during construction operations. The subgrade was undercut and replaced with 1 inch by 3 inch stone. The stone will stabilize the subgrade layer and allow for placement of the roadway section. The extra cost for Subgrade Undercut Special – 1 x 3 Stone was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects.

An earth berm was constructed by hand to enhance safety to a residential establishment. Landscape timbers were placed 3 feet behind the roadway curb to contain the embankment material between the timbers and property line. Embankment material was then distributed and raked between the pine trees in the berm area. Work also included restoration of the soil on the earth berm with wildflower plantings. The extra cost for Berm Constr is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to remove a concrete island and replace it with a concrete lane. This will provide alignment with the left turning movement for the newly constructed intersection and traffic signal. This work also required the placement of asphalt material behind the concrete lane to blend the approach and adjacent roadway into the newly placed concrete. Restoration of the adjacent soil areas was also included. The extra cost for Reconfigure Conc. Appr. East Leg is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Roadside markers were necessary to delineate the roadway surface during the winter shutdown period. These devices enhanced safety for the motoring public during snowfall events and delineated the shoulder for winter plowing activities. The extra cost for Delineator Post w/Reflector and Reflective Tubular Marker w/Base was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects.

Section 812.04 of the 1996 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. Lights on plastic drums are used to direct and control traffic in the work zone and are sometimes damaged by passing motorists. The extra work item Damaged & Replaced

Barricade Lights will reimburse the contractor for damaged lights at the maximum rate of \$15.00 per light, as the traffic control device unit cost was over \$15.00.

Pavement marking stop bars were necessary to properly inform the motoring public where to stop on the new roadway. The extra cost for Pavt. Marking, NR, Paint, 600mm Stop Bar was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Several trees had to be removed that were in conflict with placement of the new roadway. Trees were then replaced outside of the roadway clear zone to maintain the aesthetics of the roadway corridor. The extra cost for Furn, Plant & Water Trees (Autumn Blaze) is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The project roadway was a direct route for the local school bus system, therefore, the traffic signal was required to remain in operation during construction activities. It was transferred to a new span wire so the old pole could be removed to facilitate placement of the new curb and gutter. The extra cost for Transfer Traffic Signal to New Span Wire is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

At one project intersection, modifications were required to provide the proper alignment and placement of traffic signals. A left turn traffic signal head had to be relocated. Furthermore, a four way traffic signal head had to be split into two, two-way traffic signal heads and relocated along the span wire for proper lane alignment. The extra cost for TS, Reconfigure is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Case signs hang from traffic signal span wire and are typically located in the center of intersections. A case sign was necessary on Holly Road at Jewett Trail. The case sign identified the center lane as a left turn lane for northbound and eastbound traffic, and identified no left turns for southbound and westbound traffic. The extra cost for Case Sign, Four Way, 300 mm by 675 mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items and MDOT's Average Unit Price Index.

Water behind the curb was ponding. Small drainage structures were placed to collect the storm water and convey it to the storm sewer system. The extra cost for Dr Structure, 600 mm dia was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Several gate wells for the water system were to be reconstructed after the winter shutdown period. The new roadway grade and soil undercuts in these areas required the removal of existing material, including the gate wells. The gate wells were then reconstructed after placement of the leveling course of asphalt material. The extra cost for Gate Well, Reconst, Case 1 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Temporary pavement markings were necessary to safely maintain and direct traffic on the asphalt wearing course. These markings were needed until final paving was completed and properly cured. The extra cost for Pavt Mrkg, Type R, 100 mm, White, Temp and Pavt Mrkg, Type R, 100 mm, Yellow, Temp was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

Existing pavement markings were in conflict with the proposed traffic patterns while completing part width construction. The contractor was directed to remove the pavement markings that were in conflict.

The extra cost for Pavt Mrkg, Longit, 125 or Less Width, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

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 October 27, 2005, meeting, and is now recommended for approval by the State Administrative Board on November 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 80%; Genesee County, 20%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** 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:** 48439.

115. **Extra 2005 - 122**

Control Section/Job Number:	82062-59881	MDOT Project
State Administrative Board -	This project has individual extras that exceed the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has related extra work 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:	Orchard, Hiltz & McCliment, Inc.	
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):	289,810.74	+ 1.69%
Total of Extras/Adjustments (Approved to Date):	450,614.73	+ 2.62%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>370,000.00</u></b>	<b><u>+ 2.15%</u></b>
<b>Revised Total</b>	<b><u>\$18,295,203.06</u></b>	<b>+ 6.46%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.31% over the original budget for an **Authorized to Date Amount** of \$17,925,203.06.

Approval of this extra will place the authorized status of the contract 6.46% or \$1,110,425.47 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 22 r. 1

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

Water Main Utility Conflicts, Force Account Budget	\$120,000.00
Miscellaneous Utility Conflict, Force Account Budget	<u>250,000.00</u>
<b>Total</b>	<b><u>\$370,000.00</u></b>

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

Additional water main work was required during construction operations. The contractor was directed to repair water main leaks and re-route water main or other utilities to avoid conflicts not shown in the plans. Half of the extra cost has been established as 100 percent funded by the city of Detroit. The extra water main work will be partially funded with federal funds when the work involves avoiding utility conflicts or water main redesign because of road work. The extra work will be paid with 100 percent city of Detroit funds when work is required on the existing water main system for upgrades or non road work related issues. The extra item Water Main Utility Conflicts, Force Account Budget will establish a budget for all of this extra work. The final extra cost for Water Main Utility Conflicts, Force Account Budget will be based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

An existing box culvert was in conflict with the planned work. The contractor was directed to remove the box culvert and repair or replace traffic signal controllers that were damaged by the motoring public. Several additional conflicts were discovered between the new storm sewer and the existing utilities. The contractor was directed to relocate either the storm sewer or the existing utility to avoid the conflicts. Additional force account work will be compensated with this extra item. The force accounts will address conflicts with existing utilities not shown on the plans, including existing drainage facilities, basements, and concrete storage facilities that require removal and cause delays to contract work. The extra item Miscellaneous Utility Conflict, Force Account Budget will establish a budget for all of this extra work. The final extra cost for Miscellaneous Utility Conflict, Force Account Budget will be based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its October 27, 2005, meeting, and is now recommended for approval by the State Administrative Board on November 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**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% (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:** 48226.

116. **Extra 2005 - 124**

Control Section/Job Number: 82121-47069A 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: Ajax Paving Industries, Inc.  
P O Box 7058  
Troy, MI 48007

Designed By: MDOT  
Engineer's Estimate: \$5,789,356.96

Description of Project:

3.1 miles of hot mix asphalt cold milling and resurfacing, detail joint repairs, pavement repairs, curb and sidewalk replacements, and two bridge replacements (B01 eastbound and B02 westbound) on M-5 from Marene Street to M-102 over the Rouge River in the cities of Detroit and Livonia in Redford Township, Wayne County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	105,574.64	+ 1.70%
Total of Extras/Adjustments (Approved to Date):	1,389,393.48	+ 22.43%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
<b>THIS REQUEST</b>	<b><u>32,276.31</u></b>	<b>+ 0.52%</b>
<b>Revised Total</b>	<b><u>\$7,722,936.24</u></b>	<b>+ 24.65%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.13% over the original budget for an **Authorized to Date Amount** of \$7,690,659.93.

Approval of this extra will place the authorized status of the contract 24.65% or \$1,527,244.43 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-04	10 r. 4	\$162,225.00	03/02/04
2004-64	22 r. 4, 23 r. 1, 24 r. 2, 25 r. 1, 26 r. 3, 27 r. 2, 28 r. 2, 31 r. 2	\$562,303.65	10/05/04
2005-26	30 r. 1, 33 r. 1, 36 r. 4, 37 r. 6	\$128,376.95	03/01/05
2005-46	38 r. 2, 39 r. 3, 40 r. 2, 41 r. 1, 42 r. 1, 43 r. 1	\$1,015,922.09	04/05/05

Contract Modification Number(s): 44 r. 1, 52

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

**CM 44**

Force Account – DTE Conduit Support System	<u>\$25,000.00</u>
<b>Total</b>	<b><u>\$25,000.00</u></b>

**CM 52**

Abutment Wall Grouting	<u>\$7,276.31</u>
<b>Total</b>	<b><u>\$7,276.31</u></b>

**Grand Total**

**\$32,276.31**

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

**CM 44**

The extra work item Force Acct – DTE Conduit Support System was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current estimated quantity. The final quantity will be balanced when the final accounting of records is complete.

This extra pay item was established to temporarily carry DTE conduit over the Rouge River. The existing 40kv underground line was previously set on the landscaped boulevard section of an abandoned bridge deck and the line was grown over by grass and foliage material. The line was not shown on the plans, nor described in the contract proposal. There was a discrepancy between the staging plans and the bridge alignment shown on the general plan of structure. The removal of a portion of the center bridge deck was required earlier than expected and the DTE line had to be temporarily supported. The budget was established to pay for the design support system, which consisted of the use of old beams, attachment of the DTE system to these beams, and bearing supports on either side of the beams. The DTE line was attached in a permanent bridge bay when bridge work was completed. Recovery costs will not be pursued with DTE, as the work was necessary prior to the timeframe as previously discussed with the local utility.

The center bridge section was in extremely poor condition, with substantial section loss on the existing beams. Therefore, the contractor had to work with great care while constructing the temporary support

system. Care had to be taken to prevent the center bridge section from completely falling apart when only a portion of it was removed. The original budget was derived from the contractor cost estimate. This condition was the reason for the increase in the budgeted amount. The extra cost for Force Acct – DTE Conduit Support System is based force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

**CM 52**

The plans for the B01 of 82121 bridge structure depict the grouting of the space between the 30 inch outlet sewers and the bridge abutments. A pay item for this work was inadvertently omitted during the design phase. Furthermore, the grouting work was not considered incidental to any original bid item but was necessary to complete the required bridge work. The extra item Abutment Wall Grouting was established to compensate the contractor for the grouting work. The extra cost for Abutment Wall Grouting is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its October 27, 2005, meeting, and are now recommended for approval by the State Administrative Board on November 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** 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:** 48219.

117. **Extra 2005 - 125**

Control Section/Job Number:	82122-45705A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Wade-Trim/Associates, Inc.	
Engineer's Estimate:	\$58,798,591.39	

Description of Project:

4.94 miles of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	4,417,840.82	+ 7.41%
Total of Extras/Adjustments (Approved to Date):	5,077,672.74	+ 8.52%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>61,218.03</u></b>	<b><u>+ 0.10%</u></b>
<b>Revised Total</b>	<b><u>\$69,136,822.44</u></b>	<b>+ 16.03%</b>

**Offset Information**

Total Offsets This Request	(77,242.38)	- 0.13%
Net Revised Request	(\$16,024.35)	- 0.03%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.93% over the original budget for an **Authorized to Date Amount** of \$69,075,604.41.

Approval of this extra will place the authorized status of the contract 16.03% or \$9,556,731.59 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/04
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/04
2005-28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005-34	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005-48	80	\$10,000.00	04/19/05
2005-86	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05

Contract Modification Number(s): 52 r. 1, 93, 96, 97, 102

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

**CM 52**

Water Main, 6 inch, Expose & Pump-out	1.000 Ea @ \$1,680.00/Ea	\$1,680.00
Fire Hydrant, Rem	1.000 Ea @ \$2,500.00/Ea	2,500.00
Fire Hydrant, Valve & Box, 6 inch	1.000 Ea @ \$7,500.00/Ea	7,500.00
<b>Total</b>		<b><u>\$11,680.00</u></b>

**CM 52 Offset Information**

Fire Hydrant	-1.000 Ea @ \$1,700.00/Ea	(\$1,700.00)
Gate Box, Adj	-1.000 Ea @ \$165.00/Ea	(165.00)
Hydrant, Relocate, Case 1	-1.000 Ea @ \$3,500.00/Ea	(3,500.00)
Total		<u>(\$5,365.00)</u>

Net Revised CM 52 Request \$6,315.00

**CM 93**

Sewer Tap, 36 inch	1.000 Ea @ \$1,794.00/Ea	<u>\$1,794.00</u>
Total		<u>\$1,794.00</u>

**CM 96**

Stiffeners, Furn and Fab Only	15,833.660 Lb @ \$1.28/Lb	<u>\$20,267.08</u>
Total		<u>\$20,267.08</u>

**CM 96 Offset Information**

Stiffeners, Furn, Fab. and Erect	-15,972.750 Lb @ \$4.50/Lb	<u>(\$71,877.38)</u>
Total		<u>(\$71,877.38)</u>

Net Revised CM 96 Request (\$51,610.30)

**CM 97**

Force Account: Full Depth Deck Patches		\$15,947.93
Force Account: Existing Cross-frame Retrofit, S19		<u>1,529.02</u>
Total		<u>\$17,476.95</u>

**CM 102**

Longitudinal Grooving of Bridge Decks – Special Disposal		<u>\$10,000.00</u>
Total		<u>\$10,000.00</u>

**Grand Total**

\$61,218.03

Total Offsets This Request (77,242.38)

Net Revised Request (\$16,024.35)

**Reason(s) for Extra(s)/Adjustment(s):****CM 52**

The project plans depict the relocation of a fire hydrant between the back of the curb and sidewalk. During construction operations, it was discovered that this area was not large enough to fit the hydrant connection and valve. Therefore, the fire hydrant was relocated to an adjacent side street. Three new water main pay items were necessary to complete the relocation. The extra cost for Water Main, 6 inch, Expose & Pump-out; Fire Hydrant, Rem; and Fire Hydrant, Valve & Box, 6 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantities and MDOT's Average Unit Price Index. This extra work is partially offset by a reduction in the original bid items as listed above.

### **CM 93**

Additional storm sewer work was required to fix a roadway drainage problem. The contractor was directed to place a new catch basin at a roadway low spot and tie the drainage structure into the existing storm sewer. It was discovered that the existing storm sewer was actually 36 inches in diameter and not the previously assumed 24 inches, as noted on the work order. The extra cost for Sewer Tap, 36 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index.

### **CM 96**

The project plans call for bridge stiffeners to be placed while replacing the bridge beam supports. The bridge beam stiffeners were not required, as the deck was removed prior to placement of the bridge beam supports. Stiffeners are only needed if the bridge deck and traffic loading is present. The stiffeners had already been fabricated, so the contractor was directed to deliver the stiffeners to MDOT for use on future bridge projects. The extra cost for Stiffeners, Furn and Fab Only is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction. The extra cost is completely offset by a \$71,877.38 reduction in the original bid item Stiffeners, Furn, Fab, and Erect.

### **CM 97**

The concrete bridge deck on the S19-6 structure was found to be severely deteriorated after hydrodemolition activities were completed. The contractor was directed to complete full depth concrete patches to repair the bridge deck. The extra cost for Force Account: Full Depth Deck Patches is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

The new bridge cross frames were in conflict with the existing bridge cross bracing. Field modifications were required to retrofit the existing cross frames to complete the planned bridge work. The extra cost for Force Account: Existing Cross-frame Retrofit, S19 is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

### **CM 102**

The requirements for managing and disposing of concrete slurry were altered during the project. These statewide alterations were required after discussions with the Michigan Department of Environmental Quality. Concrete slurry was determined to have a high pH value and disposal efforts were updated. The contractor was directed to complete work per the new Special Provision for Managing Diamond Grinding Slurry from Ride Quality Concrete, which required enhanced on-site managing and disposal. This item was established as a budget pay item to compensate the contractor for two bridge structures requiring grooving of the concrete pavement. The extra cost for the B02 structure portion of this extra was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar projects costs and MDOT's Average Unit Price Index. The S19 structure work will be negotiated and the cost will be compared to similar project costs, daily records, and MDOT's Average Unit Price Index to determine reasonableness.

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

These Extras are 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, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

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

**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48223.

118. **Extra 2005 - 126**

Control Section/Job Number: 82123-52803 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

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

Designed By: MDOT  
Engineer's Estimate: \$87,017,186.71

Description of Project:

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

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	178,651.81	+ 0.22%
Total of Extras/Adjustments (Approved to Date):	2,265,201.75	+ 2.81%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>455,972.00</u></b>	<b><u>+ 0.57%</u></b>
<b>Revised Total</b>	<b><u>\$83,425,913.64</u></b>	<b>+ 3.60%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.03% over the original budget for an **Authorized to Date Amount** of \$82,969,941.64.

Approval of this extra will place the authorized status of the contract 3.60% or \$2,899,825.56 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r. 1	\$380,033.85	07/05/05
2005-87	10	\$178,928.00	08/02/05
2005-97	11 r. 1, 12	\$336,851.70	09/06/05
2005-98	6 r. 3, 9	\$1,014,054.30	09/06/05

Contract Modification Number(s): 16 r. 1

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

**CM 16**

Subgrade Undercut 1" x 3" crushed conc.	10,604.000 Cyd @ \$43.00/Cyd	<u>\$455,972.00</u>
<b>Total</b>		<b><u>\$455,972.00</u></b>

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

The region soil engineer recommended a 3 foot undercut in a 1700 foot area of poor soil along westbound I-96. The undercuts were not practical for several reasons: the existing field conditions were extremely wet; the proposed storm sewer inlets were not low enough to drain a three foot undercut, which would result in an 18 inch layer of saturated material; and four cross-sewer runs would have to be removed and replaced. Therefore, MDOT directed the contractor to perform a 2 foot subgrade undercut and replace it with a 1 inch by 3 inch crushed concrete roadway section. The proposed section will leave the saturated layer but the 1 inch by 3 inch stone will bridge this layer to permit proper support of the roadway section. This method of installation was discussed with and approved by the region soils engineer.

The new procedure will address the existing soil problems and reduce the amount of conflict with the proposed sewer system. The extra item Subgrade Undercut 1" x 3" crushed conc. was also established with an estimated quantity of subgrade undercutting on the westbound I-96 express lanes. The extra cost for Subgrade Undercut 1" x 3" crushed conc. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar region work of similar quantity. The extra cost will be offset on a future contract modification by an estimated amount of \$225,436.00 when final quantities are known for the original pay items subgrade undercutting and sewer replacement.

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 October 27, 2005, meeting, and is now recommended for approval by the State Administrative Board on November 1, 2005.

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

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

**Funding Source:** FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48204, 48223, 48227, 48238.

119. **Extra 2005 - 127**

Control Section/Job Number: 82143-77901 MDOT Project

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

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

Contractor: Motor City Electric Utilities Co.  
9440 Grinnell  
Detroit, MI 48213

Designed By: Consoer Townsend Envirodyne Engineers of Michigan, Inc.  
Engineer's Estimate: \$732,115.81

Description of Project:

Traffic signal upgrading at 12 locations on M-102 (8 Mile Road) from M-1 (Woodward Avenue) to Ryan Road in the cities of Detroit, Ferndale, and Hazel Park, Wayne County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	December 17, 2004	
Original Contract Amount:	\$759,791.05	
Total of Overruns/Changes (Approved to Date):	-82,350.00	- 10.84%
Total of Extras/Adjustments (Approved to Date):	96,250.75	+ 12.67%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>10,184.00</u></b>	<b><u>+ 1.34%</u></b>
<b>Revised Total</b>	<b><u>\$783,875.80</u></b>	<b>+ 3.17%</b>

**Offset Information**

Total Offsets This Request	(11,885.80)	- 1.56%
Net Revised Request	(\$1,701.80)	- 0.22%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.83% over the original budget for an **Authorized to Date Amount** of \$773,691.80.

Approval of this extra will place the authorized status of the contract 3.17% or \$24,084.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-68	2, 3, 4	\$96,250.75	6/07/05

Contract Modification Number(s): 5

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

**CM 5**

Strain Pole Foundation, Uncased	67.000 Ft @ \$152.00/Ft	<u>\$10,184.00</u>
<b>Total</b>		<u>\$10,184.00</u>

**CM 5 Offset Information**

Strain Pole Fdn, Cased	-67.000 Ft @ \$177.40/Ft	<u>(\$11,885.80)</u>
<b>Total</b>		<b><u>(\$11,885.80)</u></b>

<u>Total</u>		<u>\$10,184.00</u>
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Net Revised CM 5 Request		(\$1,701.80)
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**Reason(s) for Extra(s)/Adjustment(s):**

The extra work item Strain Pole Foundation, Uncased was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

The existing soil conditions were discovered to be more supportive than originally anticipated during the design phase. The soil stability allowed the use of uncased strain pole foundations in lieu of the as planned cased foundations. The extra cost for Strain Pole Foundation, Uncased 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. The extra cost for Strain Pole Foundation, Uncased is completely offset by an \$11,885.80 reduction in the original bid item Strain Pole Fdn, Cased.

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 October 27, 2005, meeting, and is now recommended for approval by the State Administrative Board on November 1, 2005.

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

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

**Funding Source:** FHWA, 100%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48030, 48203, 48220, 48234, 48901.

120. **Extra 2005 - 128**

Control Section/Job Number: 09011-31804-2 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: Maclean Construction Company  
P.O. Box 190  
Ludington, MI 49431

Designed By: Orchard, Hiltz & McCliment, Inc.  
Engineer's Estimate: \$8,760,928.13

Description of Project:

Reconstruction and widening to four lanes, landscaping, tree planting, and maintenance on M-84 from Pierce Road north to Delta Road in the townships of Kochville and Frankenlust, Bay and Saginaw Counties.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$10,128,015.16	
Total of Overruns/Changes (Approved to Date):	644,380.92	+ 6.36%
Total of Extras/Adjustments (Approved to Date):	296,614.54	+ 2.93%
Total of Negative Adjustments (Approved to Date):	-109,600.00	- 1.08%
<b>THIS REQUEST</b>	<b><u>433,208.46</u></b>	<b><u>+ 4.28%</u></b>
<b>Revised Total</b>	<b><u>\$11,392,619.08</u></b>	<b>+ 12.49%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.21% over the original budget for an **Authorized to Date Amount** of \$10,959,410.62.

Approval of this extra will place the authorized status of the contract 12.49% or \$1,264,603.92 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 14, 20, 22 r. 1, 24

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

**CM 14**

Geotextile, Stabilization Year 2005 Pricing	60,000.000 m2 @ \$2.36/m2	<u>\$141,600.00</u>
Total		<u>\$141,600.00</u>

**CM 20**

Subgrade Undercutting, Type I Pay for Hauling		
Off Site Material	11,037.3000 m3 @ \$15.75/m3	<u>\$173,837.48</u>
Total		<u>\$173,837.48</u>

**CM 22**

Gate Valve and Box, 150 mm	1.000 ea @ \$750.00/ea	\$750.00
Subgrade Undercutting, Type I Pay for Hauling		
Off Site Material	4,000.000 m3 @ \$15.75/m3	63,000.00
Water Main, DI, 150mm, Tr Det G	1.690 m @ \$110.00/m	<u>185.90</u>
Total		<u>\$63,935.90</u>

**CM 24**

Subgrade Undercutting, Type I Pay for Hauling		
Off Site Material	3,418.100 m3 @ \$15.75/m3	<u>\$53,835.08</u>
Total		<u>\$53,835.08</u>

**Grand Total****\$433,208.46****Reason(s) for Extra(s)/Adjustment(s):****CM 14**

Poor subgrade conditions were discovered in 2004 during construction operations on northbound M-84. These conditions are expected to be present in the southbound lanes during construction in 2005. Several soil recommendations were issued by the region soils engineer. The contractor will be directed to remove the poor soil, stabilize the existing soil, and place backfill. This contract modification will establish a budgeted amount for this work. The extra cost for Geotextile, Stabilization Year 2005 Pricing was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price in conjunction with the supplier's invoice cost and the previous year cost.

**CM 20**

The extra work item Subgrade Undercutting, Type I Pay for Hauling Off Site Material was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantities.

Several soil recommendations were issued by the region soils engineer. The contractor was directed to remove and replace the poor soil encountered during construction operations. The excavated material was required to be hauled off site and disposed of, as the project site did not have a suitable location for placement. Stabilization and undercutting were performed in conjunction in several areas. The extra cost for Subgrade Undercutting, Type I Pay for Hauling Off Site Material was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price for similar work and similar project work items.

**CM 22**

The extra work item Gate Valve and Box, 150 mm was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantities. The project plans inadvertently omitted pay items for gate valves and boxes for the new fire hydrants. These valves and boxes are necessary to isolate the fire hydrants for maintenance, testing, or damage issues. The extra cost for Gate Valve and Box, 150 mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The extra work item Subgrade Undercutting, Type I Pay for Hauling Off Site Material was established on contract modification 20, as described above. This increase will adjust the previously authorized quantity to the current as-constructed quantities.

The extra work item Water Main, DI, 150 mm, Tr Det G was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantities. A local business was connected to the newly relocated water main and the connection was established to provide fire suppression services. The extra cost for Water Main, DI, 150mm, Tr Det G was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index and similar project work items.

**CM 24**

The extra work item Subgrade Undercutting, Type I Pay for Hauling Off Site Material was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantities. The reason for this work is shown in the paragraph for contract modification 20.

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

These Extras are 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%. Gate Valve and Box, 150 mm and Water Main, DI, 150mm, Tr Det G are FHWA, 80%; State Restricted Trunkline, 10%; Frankenlust Township, 10%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48706.

121. **Extra 2005 - 129**

Control Section/Job Number:	76041-50729	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. The project also 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:	Michigan Paving & Materials Co. P. O. Box 787 Belleville, MI 48112	
Designed By:	MDOT	
Engineer's Estimate:	\$685,402.85	

Description of Project:

6.56 mi of hot mix asphalt resurfacing, concrete pavement repairs and joint repairs on M-71 from centerline of westbound I-69 northerly to south of Dutcher Road in Caledonia, Shiawassee and Vernon Townships, Shiawassee County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 15, 2005	
Original Contract Amount:	\$735,000.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>108,000.00</u></b>	<b><u>+ 14.69%</u></b>
<b>Revised Total</b>	<b><u>\$843,000.00</u></b>	<b>+ 14.69%</b>

**Offset Information**

Total Offsets This Request	(68,400.00)	- 9.31%
Net Revised Request	\$39,600.00	+ 5.39%

**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 \$735,000.00.

Approval of this extra will place the authorized status of the contract 14.69% or \$108,000.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 1

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

**CM 1**

Existing Pavement Prep	120,000.000 Syd @ \$0.90/Syd	<u>\$108,000.00</u>
<b>Total</b>		<b><u>\$108,000.00</u></b>

**CM 1 Offset Information**

Approach, CI II	-150.000 Ton @ \$20.00/Ton	(\$3,000.00)
Pavt for Butt Joints, Rem	-2,050.000 Syd @ \$4.00/Syd	(8,200.00)
Shoulder, CI II	-4,000.000 Ton @ \$14.30/Ton	<u>(57,200.00)</u>
Total		(\$68,400.00)

Net Revised CM 1 Request \$39,600.00

**Total** **\$108,000.00**

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

The project plans called for an asphalt overlay. The extreme heat experienced during this summer had accelerated the deterioration of the existing pavement. The amount of overband crack fill material on the existing pavement was substantial. It was determined that the existing quantity of overband material in conjunction with the deteriorated asphalt surface might inhibit the adherence of the new asphalt overlay. It was decided that a more appropriate alternative was the removal of the upper 1.5 inches of asphalt surface. The removal of the asphalt will eliminate the need for the associated work items as contained on this contract modification. The extra cost for Existing Pavement Prep 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 October 27, 2005, meeting, and is now recommended for approval by the State Administrative Board on November 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**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:** 48476.

122. **Extra 2005 - 130**

Control Section/Job Number:	82023-51493-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer's Estimate:	\$13,858,709.31	

Description of Project:

Superstructure and deck replacements, abutment and substructure repairs, pier and cap replacement, reconstruction of pier caps and columns, pin and hanger replacement, beam painting, cleaning and coating, beam end repair, bearing replacements, three beam retrofit, and pedestrian fence on S24 southbound M- 10 over I-94, S27 on northbound M-10 over I-94, S29 on northbound M-10 over I-94 ramp H-E from SB M-10, S38 on I-96 under McGraw Avenue, S41 on I-96 eastbound to I-94 eastbound ramp, S35 on I-96 under Pacific Avenue, S43 the Grand River Avenue entrance to westbound I-94, and S47 the Grand River Avenue exit from eastbound I-94 in the city of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	1,032,601.13	+ 6.46%
Total of Extras/Adjustments (Approved to Date):	1,178,743.77	+ 7.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>192,011.53</u></b>	<b><u>+ 1.20%</u></b>
<b>Revised Total</b>	<b><u>\$18,387,468.97</u></b>	<b>+ 15.03%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.83% over the original budget for an **Authorized to Date Amount** of \$18,195,457.44.

Approval of this extra will place the authorized status of the contract 15.03% or \$2,403,356.43 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-27	15 r. 2	\$400,000.00	03/01/05
2005-56	19 r. 4, 21, 22	\$133,511.99	05/03/05
2005-58	18	\$6,196.68	06/07/05
2005-69	23 r. 1, 26 r. 2, 28	\$76,969.97	06/21/05

Contract Modification Number(s): 32 r. 1

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

**CM 32**

S29 Soldier Pile Wall	<u>\$192,011.53</u>
<b>Total</b>	<b><u>\$192,011.53</u></b>

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

**CM 32**

The extra work item S29 Soldier Pile Wall was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

During substructure repairs on the S29 structure, pier 2 showed advanced signs of deterioration. The project designer was provided pictures of the excessive substructure patch repair removals and it was agreed that both piers were showing excessive deterioration. The deterioration was so advanced, that the two bridge piers had to be completely replaced. This work typically requires a complete bridge closure. Temporary bridge supports were positioned so work could continue on the pier replacements. The placement of the temporary supports allowed the bridge to open as quickly as possible, and reduced traffic delays. The soldier pile walls were necessary to temporarily support the existing abutment walls in order to safely maintain traffic on the bridge. The extra cost for S29 Soldier Pile Wall is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra 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, 18.17%, City of Detroit, 1.83%.  
**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:** 48201, 48202, 48208.

123. **Extra 2005 - 131**

Control Section/Job Number:	82400-44392	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Local Agency	
Engineer's Estimate:	\$3,634,008.00	

Description of Project:

0.98 mi. of construction of new roadway (Dequindre Road), widening of an existing one-way roadway into a boulevard with median islands (Warren Avenue), and reconfiguration of an existing roadway (Russell Avenue) on Dequindre Road from Canfield Street to Warren Avenue, on Warren Avenue from Dequindre Road to Rivard Street, and on Russell Avenue from Forest Avenue to Warren Avenue in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 5, 2002	
Contract Date:	February 15, 2002	
Original Contract Amount:	\$3,836,164.43	
Total of Overruns/Changes (Approved to Date):	2,315,479.39	+ 60.36%
Total of Extras/Adjustments (Approved to Date):	1,149,850.59	+ 29.97%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>168,899.47</u></b>	<b><u>+ 4.40%</u></b>
<b>Revised Total</b>	<b><u>\$7,470,393.88</u></b>	<b>+ 94.73%</b>

**Offset Information**

Total Offsets This Request	(8,284.12)	- 0.22%
Net Revised Request	(\$160,615.35)	+ 4.19%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 90.33% over the original budget for an **Authorized to Date Amount** of \$7,301,494.41.

Approval of this extra will place the authorized status of the contract 94.73% or \$3,634,229.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2002-48	3, 5	\$301,533.68	10/01/02
2003-03	7	\$298,448.40	02/04/03
2004-78	15, 16	\$501,363.93	11/02/04

Contract Modification Number(s): 8, 10 r. 1, 17 r. 1

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

**CM 8**

Misc. Geo Grid Bx 1100 in Undercuts	22,000.000 Sft @ \$0.73/Sft	\$16,060.00
Misc. Stockpiling of Trench Spoils on Site		21,281.17
Misc. Backfill of Basement	1,000.000 Cyd @ \$39.00/Cyd	<u>39,000.00</u>
<b>Total</b>		<b><u>\$76,341.17</u></b>

**CM 10**

Misc. geo Grid Bx 1100 in Undercuts	1,412.000 Sft @ \$0.73/Sft	\$1,030.76
Misc. 8 inch Water Main	115.000 Lft @ \$106.68/Lft	12,268.20
Misc. Storage Tank #2		7,520.00
Misc. Cost to Disconnect and Reconnect Field Trailer		2,649.27
Misc. Cost to Install Temp. Wood Poles for Ameritech & Temp. Lighting on Warren		8,470.21
Misc. Cost for Temp. Traffic Signal at Warren & Russell		1,815.69
Misc. Cost to Dead End Additional Wood Pole		1,135.44
Misc. Temp Asphalt Cost and Cost for Winter Concrete		29,106.53
Misc. Railroad Ties		8,235.00
Misc. Price to Install Temp. Overhead Wire at Canfield		9,626.19
Misc. MCE Claim for Work at Canfield due to Ex. Utility and Reloc. of Elec. Str. at Forest		<u>2,416.89</u>
<b>Total</b>		<b><u>\$84,274.18</u></b>

**CM 17**

Misc. PLD Delays		<u>\$8,284.12</u>
<b>Total</b>		<b><u>\$8,284.12</u></b>

**CM 17 Offset Information**

Misc. PLD Delays		<u>(\$8,284.12)</u>
<b>Total</b>		<b><u>(\$8,284.12)</u></b>

Net Revised CM 17 Request \$0.00

**Grand Total****\$168,899.47**

Total Offsets This Request (\$8,284.12)  
Net Revised Request \$160,615.35

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

The federal participation funds on this project were capped at \$3,000,000. All costs above this amount are 100 percent locally funded. The cap was reached at contract modification 6. Therefore, all of the work on this extra request is 100 percent funded by the City of Detroit.

The final estimate for this project was previously submitted. The Federal Highway Administration reviewed the project and determined that federal funds should not have been used for an extra work item that was previously established. Contract modification 17 was established to correct this issue. A review of the project files discovered that two previous contract modifications should have been submitted for approval but were not. These two contract modifications are contained within this request. This is the reason for the delay in requesting approval for contract modification 8 and 10.

**CM 8**

The extra work item Misc. Geo Grid Bx 1100 in Undercuts was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

A section of road base on Warren Avenue was in poor condition. The contractor was directed to place geogrid prior to placement of the new road base. The geogrid will provide long term stability for the reconstructed roadway. The extra cost for Misc. Geo Grid Bx 1100 in Undercuts was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

The excavated soil material on the south side of Warren Avenue at Dequindre Road was stockpiled. The material was stockpiled while soil samples were submitted for analysis and testing. The material was discovered to be hazardous and was properly removed from the project site. The contractor was compensated for stockpiling the material on site as it had to be double handled. The extra cost for Misc. Stockpiling of Trench Spoils on Site was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index for similar work.

Excavation work on the south side of Warren Road uncovered numerous basements that were within the influence of the new roadway. The contractor was directed to remove the basement foundations and all foreign debris from within the basement limits. A stone backfill was placed in the excavated area to provide a stable base for the new roadway. The extra cost for Misc. Backfill of Basement was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index for similar work.

**CM 10**

The extra work items Misc. Geo Grid Bx 1100 in Undercuts and Misc. 8 inch Water Main were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The reason for Misc. Geo Grid Bx 1100 in Undercuts is shown above in the description for contract modification 8. Another section of the Warren Avenue road base was discovered to be in poor condition.

Additional water main was necessary in conjunction with the construction of the new roadway. The project plans call for five new fire hydrants to be connected to the existing water main. During construction operations, it was discovered that the water main was abandoned 20 years ago. The contractor was directed to place a new water main to provide the proper conveyance of water and fire protection. This work was previously approved by the Federal Highway Administration. The extra cost for Misc. 8 inch Water Main was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

An abandoned gasoline storage tank was discovered during construction operations. The tank was tested, found to be hazardous, and the contractor was directed to properly dispose of the tank. The cost for Misc. Storage Tank #2 was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work.

The contractor was directed to relocate the project field trailer to a new location. The contract time had expired and the property owner requested the city remove the field trailer from his property. The cost for Misc. Cost to Disconnect and Reconnect Field Trailer was negotiated per Section 1.04.03 of the 1990

Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work.

The contractor was directed to install temporary wood poles on Russell Avenue. These poles were placed to support local utility lines and temporary lighting so Warren Avenue could be opened to traffic over the winter. The cost for Misc. Cost to Install Temp. Wood Poles for Ameritech & Temp. Lighting on Warren was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work.

The contractor was directed to reroute the power and wiring to the new traffic signals at Warren and Russell Avenues. The existing power line was not adequate for the new traffic signals. This work allowed the traffic signal to be energized for proper traffic control on westbound Warren Avenue for winter traffic. The cost for Misc. Cost for Temp. Traffic Signal at Warren & Russell was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work.

The contractor was directed to place an additional wood pole because there was a conflict that prohibited the placement of a guide wire or connection to the existing power grid. The power will allow proper connection to the existing power grid. The cost for Misc. Cost to Dead End Additional Wood Pole was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work.

Temporary asphalt was utilized at three project intersections. Asphalt placement allowed the opening of several roadways to winter traffic. Cold weather protection was necessary to allow the continuance of work on the concrete roadway. This protection allowed the completion of concrete work and the opening of Russell Avenue to traffic over the winter period. The cost for Misc. Temp Asphalt Cost and Cost for Winter Concrete was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work.

Old trolley tracks were discovered at the Russell Avenue and Forest Avenue intersection. The trolley track ties were stockpiled while testing on the ties was completed. The ties were removed and disposed of in a class II landfill, as they were deemed contaminated. The contractor is being compensated for removal and disposal of the trolley track ties. The cost for Misc. Railroad Ties was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work.

The contractor was directed to place a temporary overhead power line for street lighting on Canfield Street. This line was placed until the underground conduits and power feed were installed. This work was completed per the local lighting agency requirements, to provide power to the local medical center. The cost for Misc. Price to Install Temp. Overhead Wire at Canfield was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with average unit prices for similar work.

The proposed utility structure on Forest Avenue could not be installed as planned due to a conflict with underground utilities that were not shown on the plans. Additional conduits were installed in lieu of the planned utility structure, as an entire intersection had to be redesigned. The cost for Misc. MCE Claim for Work at Canfield due to Ex. Utility and Reloc. of Elec. Str. at Forest was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price for similar work.

**CM 17**

Several delays to the project were caused by departments within the City of Detroit. Three extra work items were previously established to compensate the contractor for these delays. The three work items were Misc. Idle Time – WG by MCE, Misc Delay – Exist MCE Cable, and Misc. Delay PLD Cutover MCE, and the total amount was \$8,284.12. This work was reviewed by personnel from the Federal Highway Administration and it was determined to be federally non-participating, meaning federal funds cannot be used for payment. The extra item Misc. PLD Delays was established as 100 percent locally funded to correct the funding of the three items. This extra is completely offset by the \$8,284.12 reduction in the previous extra items, as described above. Adjustments are being processed as software limitations do not allow the reduction of quantity in a previously established lump sum pay item.

Section 1.04.03 – EXTRA WORK – of the 1990 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 October 27, 2005, meeting, and are now recommended for approval by the State Administrative Board on November 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** City of Detroit, 100%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48207.

124. **Extra 2005 - 132**

Control Section/Job Number:	82566-51629-2	Local Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Motor City Electric Utilities Co. 9440 Grinnell Detroit, MI 48213	
Designed By:	Consultant Engineers Associates	
Engineer's Estimate:	\$1,831,500.50	

Description of Project:

Traffic signal installation and intersection improvements consisting of pavement widening and necessary related work at various intersections on Schaefer Avenue from Seven Mile Road to Joy Road and on Wyoming Avenue from Seven Mile Road to Schoolcraft in the city of Detroit, Wayne County.

Administrative Board Approval Date:	December 5, 2000	
Contract Date:	February 23, 2001	
Original Contract Amount:	\$2,169,610.76	
Total of Overruns/Changes (Approved to Date):	(85,491.10)	- 3.94%
Total of Extras/Adjustments (Approved to Date):	127,764.41	+ 5.89%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>6,629.69</u></b>	<b><u>+ 0.31%</u></b>
<b>Revised Total</b>	<b><u>\$2,218,513.76</u></b>	<b>+ 2.26%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.95% over the original budget for an **Authorized to Date Amount** of \$2,211,884.07.

Approval of this extra will place the authorized status of the contract 2.26% or \$48,903.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 10

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

**CM 10**

Joy @ Schaefer and Keeler @ Lodge	<u>\$6,629.69</u>
<b>Total</b>	<b><u>\$6,629.69</u></b>

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

The extra item Joy @ Schaefer and Keeler @ Lodge involved several work operations. Several conduit runs and the power feed were inadvertently omitted from the project plans. The contractor was directed to remove and replace the sidewalk and driveways in order to install conduits and handholes for the power feed to the Keeler Avenue and the John C Lodge freeway ramp intersection. The contractor was also directed to install conduits and pedestrian signals on the northeast and southeast quadrants of Joy Road and Schaefer Highway. Removal and replacement work was also required at Keeler Avenue and Wyoming Street to tie the pedestrian signals to the handholes located in the roadway. The extra cost for Joy @ Schaefer and Keeler @ Lodge was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The total cost was deemed reasonable when the work item costs were compared with 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.

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:** State Restricted Trunkline, 50%; City of Detroit, 50%.

**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:** 48221, 48227.

**OVERRUN**

125. **Overrun 2005 - 60**

Control Section/Job Number: 82141-51501A MDOT Project

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

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

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

Designed By: Ayres, Lewis, Norris & May, Inc.  
 Engineer's Estimate: \$2,995,936.10

Description of Project:

Superstructure replacement, pier repair, guardrail upgrading and approach work on S01-3 and S01-4 at US-24 (Telegraph Road) under M-102 (8 Mile Road) in the cities of Detroit and Southfield, Wayne and Oakland Counties.

Administrative Board Approval Date:	November 19, 2002	
Contract Date:	January 13, 2003	
Original Contract Amount:	\$2,297,956.76	
Total of Overruns/Changes (Approved to Date):	229,795.68	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	129,705.48	+ 5.64%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>280,330.05</u></b>	<b>+ <u>12.20%</u></b>
<b>Revised Total</b>	<b><u>\$2,937,787.97</u></b>	<b>+ 27.84%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.64% over the original budget for an **Authorized to Date Amount** of \$2,657,457.92.

Approval of this overrun will place the authorized status of the contract 27.84% or \$639,831.21 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Conc Barrier, Temp, Furn	504.594 m @ \$100.00/m	\$50,459.40
Conc Base Cse, Nonreinf, 180mm	971.540 m2 @ \$69.25/m2	67,279.15
Conc Barrier, Temp, Adjusted	1,401.830 m @ \$50.00/m	70,091.50
Plstc Drum w/High Intensity Shtg, Lgtd, Frn	370.000 ea @ \$250.00/ea	92,500.00
<b>Total</b>		<b><u>\$280,330.05</u></b>

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

The original bid quantities for several traffic control items were inadvertently underestimated during the design phase. The increased work items were Conc Barrier, Temp, Furn; Conc Barrier, Temp, Adjusted; and Plstc Drum w/High Intensity Shtg, Lgtd, Frn. Additional quantities were necessary to safely and properly maintain traffic. Additional temporary concrete barrier sections were needed on US-24 to protect the work zone and delineate staging changes. Plastic drums were necessary on M-102 and US-24 to delineate the existing crossovers and ramps. Additional plastic drums were also needed for replacement of damaged drums. The addition of extra work was also a contributing factor to the increase of each of these traffic control items.

The existing M-102 roadway elevation encountered during construction operations did not match the bridge elevation, which required additional areas of pavement to be replaced that were adjacent to the bridge deck. These areas were replaced to match the new bridge deck elevations. This caused an overrun in the work item Conc Base Cse, Nonreinf, 180mm.

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

This Overrun was recommended for approval by the State Transportation Commission at its October 27, 2005, meeting, and is now recommended for approval by the State Administrative Board on November 1, 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%; State Restricted Trunkline, 15.88%; Detroit, 1.16%; Southfield, 1.11%.

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

**Risk Assessment:** 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:** 48034, 48201.

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