

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - April 28, 2004 - 3:30 P.M.
State Administrative Board Meeting - May 4, 2004 - 11:00 A.M.

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MINERAL LEASES

1. Sixteen Direct Metallic Mineral Leases - Development And Development with Restrictions: 4,903.89 acres, more or less, State owned fee and minerals have been requested by Trans Superior Resources of West Vancouver, British Columbia, located in Sections 11-15, 21, 24, 25 and 36, T47N, R41W, Marenisco Township, Gogebic County and Sections 6, 8, 9, 18 and 19, T47N, R40W, McMillan Township, Ontonagon County.

Terms: Ten-year term, standard rental (\$3.00 per acre), royalty (2 to 7 percent) and bonus consideration \$9,807.78 (\$2.00 per acre).

2. Eleven Direct Metallic Mineral Leases - Development, and Development with Restrictions (Navy ELF ROW is not leasable): 5,901.58 acres, more or less, of State-owned fee and minerals, Prime Meridian Resources of Fond du Lac, Wisconsin, located in Sections 8, T43N, R28W, Sections 10-14, T43N, R29W, Felch Township and Sections 1, 4, 11, R29W, Sagola Township, Dickinson County and Sections 1-3, T45N, R29W, Humboldt Township, Marquette County.

Terms: Ten-year term, standard rental (3.00 per acre), royalty (2 to 7 percent), and bonus consideration of \$11,803.16 (\$2.00 per acre).

3. Direct Oil And Gas Lease - Nondevelopment: B.D. Deans, L.L.C., of Mt. Pleasant, Michigan, 1.06 acres, more or less, of Department of Natural Resources minerals located in Section 28, T17N, R12W, Yates Township, Lake County.

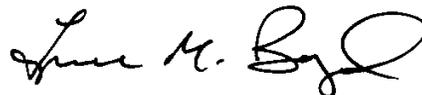
Terms: One-year term, no extensions, 3/16 royalty, \$250.00 bonus consideration (flat fee), and a \$5.00 minimum annual rental.

Items 1. and 2. were approved by the Director of the Department of Natural Resources on April 2, 2004. Item 3 was approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on March 29, 2004. 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: _____
Lynne M. Boyd, 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: April 28, 2004 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: May 4, 2004 - TBA, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|-------------------|------------------|
| 1. | Michigan Paving and Materials
14536 E. Michigan
Galesburg, MI 49053-9656 | HMA Paving | \$175,450 |
|----|---|-------------------|------------------|

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for hot mix asphalt (HMA) paving of 3.25 miles of M-60 in Calhoun County. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for 3.25 miles of hot mix asphalt (HMA) paving, including cold milling of butt joints in Calhoun County.

Benefit: The current pavement at this location is deteriorating. The contract will provide for safer highways for the traveling public and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

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

Zip Code: 49053-9656.

- | | | | |
|----|---|------------------------|------------------|
| 2. | M.S.T. & L., Inc.
16716 Dudley Street
Taylor, MI 48180 | Roadside Mowing | \$ 89,850 |
|----|---|------------------------|------------------|

Approval is requested to authorize the Monroe County Road Commission to award a three-year subcontract for roadside mowing two times per year on various state trunklines located in Monroe County. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: The contract provides for roadside mowing on various state trunklines, including I-75 and US-23 in Monroe County.

Benefit: The contract provides for safer highways, free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the roadways could become hazardous, due to tall grass, weeds, and litter.

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

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

Zip Code: 48180.

3. **Giant Janitorial Services, Inc.** **Janitorial and** **\$104,400**
18485 Mack Avenue **Grounds Maintenance**
Detroit, MI 48236

Retroactive approval is requested by the Wayne County Department of Public Services for janitorial and grounds maintenance services performed at the I-94 rest area. The first year of the four-year contract, including an option for renewal, was approved by the State Administrative Board on August 17, 1999. The next three years were approved by the State Administrative Board on February 6, 2001. The optional year, which began October 1, 2003, was overlooked and not included in the write-ups submitted to the State Administrative Board. To correct this recently discovered error, we are seeking State Administrative Board approval for this optional year of service, which began on October 1, 2003, and will expire on September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for janitorial and grounds maintenance services, including mowing, grounds clean-up, lawn aeration, landscape post replacement, and flower bed preparation and maintenance at the I-94 rest area.

Benefit: The contract provides for safer rest areas for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the rest area would become unsanitary and hazardous for the public.

Cost Reduction: The project was competitively bid and advertised. The low bidder withdrew its bid, and the second lowest bidder was selected.

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

Zip Code: 48236.

4. **Giant Janitorial Services, Inc.** **Janitorial and** **\$104,400**
18485 Mack Avenue **Grounds Maintenance**
Detroit, MI 48236

Retroactive approval is requested by the Wayne County Department of Public Services for janitorial and grounds maintenance services performed at the I-275 rest area. The first year of the four-year contract, including an option for renewal, was approved by the State Administrative Board on August 17, 1999. The next three years were approved by the State Administrative Board on February 6, 2001. The optional year, which began October 1, 2003, was overlooked and not included in the write-ups submitted to the State Administrative Board. To correct this recently discovered error, we are seeking State Administrative Board approval for this optional year of service, which began on October 1, 2003, and will expire on September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for janitorial and grounds maintenance services, including mowing, grounds clean-up, lawn aeration, landscape post replacement, and flower bed preparation and maintenance at the I-275 rest area.

Benefit: The contract provides for safer rest areas for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the rest area would become unsanitary and hazardous for the public.

Cost Reduction: The project was competitively bid and advertised. The low bidder withdrew its bid, and the second lowest bidder was selected.

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

Zip Code: 48236.

CONTRACTS

5. HIGHWAYS (Real Estate) - Resolution "A" (Sale to Abutting Owner)
 Tract 736, Control Section 80023, Parcel 10, Part A

The subject tract is located in the township of Hartford, Van Buren County, Michigan, and contains approximately 1,100 square feet. The tract was appraised by Dave Normand, Property Analyst, Southwest Region, on December 4, 2003, in the amount of \$200. The appraisal was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on December 4, 2003, in the amount of \$200. Martin Teresko has submitted an "Application to Purchase and Agreement of Sale" and a check in the amount of \$200, which represents payment in full. Mr. Teresko obtained a Waiver Statement from the only other abutting owner stating they have no interest in purchasing the subject tract. This tract was offered to the local municipality prior to being offered to the public. This property has been declared excess by the Bureau of Highways – Development.

\$200

Purpose/Business Case: MDOT disposes of excess property rights in order to return revenue funds to the state.

Benefit: The sale of excess property rights generates revenue to the state and returns property to local tax rolls.

Funding Source: The sale of excess property rights is revenue producing.

Commitment Level: Excess property rights are appraised at fair market value or a standard processing fee.

* Denotes a non-standard contract/amendment

Risk Assessment: Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.

Cost Reduction: The State does not accept less than fair market value or the standard processing fee.

New Project Identification: N/A

Zip Code: 49507.

6. HIGHWAYS (Real Estate) - Resolution "B" (Relinquishment of Easement)
Tract 724, Control Section 09033, Parcel 1PV, Part A

The subject tract is located in the city of Pinconning, Bay County, Michigan, and contains approximately 5,924 square feet. A relinquishment of easement rights was requested by John and Kristin Ott, the current underlying fee owners. The standard fee of \$500 for processing a relinquishment of easement has been received by MDOT. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area. The tract was determined to be excess by the Bureau of Highways – Development.

\$500
(Processing Fee)

Purpose/Business Case: MDOT disposes of excess property rights in order to return revenue funds to the state.

Benefit: The sale of excess property rights generates revenue to the state and returns property to local tax rolls.

Funding Source: The sale of excess property rights is revenue producing.

Commitment Level: Excess property rights are appraised at fair market value or a standard processing fee.

Risk Assessment: Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.

Cost Reduction: The State does not accept less than fair market value or the standard processing fee.

New Project Identification: N/A

Zip Code: 48650.

7. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan

Contract (2004-0216) between MDOT and the Baraga County Road Commission is a State Infrastructure Bank (SIB) loan that will provide funding assistance for the reconstruction of the Indian Road crossing over Gomanche Creek. The crossing was completely destroyed in the May 2003 flood. This project qualifies for Emergency Relief Funds on Federally Owned Land; however, emergency funds are currently unavailable for this project. MDOT will loan \$275,000 to the Road Commission at zero percent interest. The Road Commission will repay MDOT the entire amount within three years from the date of award of this contract. The contract will be in effect from the date of award through June 1, 2007. Source of Funds: State Infrastructure Bank Loan Funds - \$275,000.

Purpose/Business Case: This contract will provide a State Infrastructure Bank loan to Baraga County for the repair of flood damage caused by the May, 2003, flood disaster.

Benefit: This loan will allow construction of the Indian River crossing over the Gomanche Creek, which was completely destroyed in the May 2003 disaster. The project qualifies for "Emergency Relief Funds on Federally Owned Lands" (ERFO). However, there are no emergency funds available to advance the project until congressional action is taken. The project must be completed within two years of approval. The loan would allow the project to advance without jeopardizing the federal aid.

Funding Source: State Infrastructure Bank Loan Funds - \$275,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If Baraga County does not receive the loan, it may jeopardize its federal aid.

* Denotes a non-standard contract/amendment

Cost Reduction: Loan only covers costs not available from other sources.

New Project Identification: To repair flood damage caused by the May 2003 flood disaster.

Zip Code: 49946.

8. HIGHWAYS - IDS Construction Engineering Services

Retroactive Authorization Revision (Z4/R2) under Contract (99-0322) between MDOT and Nordlund and Associates, Inc., will retroactively extend the authorization term by six months to provide for reimbursement to the consultant for completion of services that occurred after the authorization expiration date, will increase the construction engineering services, and will increase the contract amount by \$21,359.11. The additional work was necessary due to redesign and reconstruction of the temporary road, poor soil conditions, storm damage, claims by the contractor, and US Department of Labor issues that caused the consultant to incur additional costs. The original authorization (Z4) provided for construction engineering services on US-10 from Bean Road easterly to the village limit of Custer, Mason County (CS 53022 - JN 37971A). The revised authorization term will be April 17, 2001, through December 15, 2002. The revised authorization amount will be \$309,616.55. The contract term is April 20, 1999, through December 15, 2002. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will retroactively extend the authorization term by six months to provide for reimbursement to the consultant for completion of services that occurred after the expiration date. Additional work was required due to redesign and reconstruction of the temporary road, poor soil conditions, storm damage, claims by the contractor, and US Department of Labor issues that caused the consultant to incur additional costs.

Benefit: The project was inspected by the consultant, who had been on site from the start of the field work.

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: MDOT would risk losing business with a consultant who performed work efficiently and in good faith.

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

New Project Identification: This is not a new project.

Zip Code: 49405.

9. *HIGHWAYS - Renewal and Extension

Renewal and Amendatory Contract (2000-0129/A13) between MDOT and Alfred Benesch & Company will renew the contract and extend the contract term by approximately three months to allow the consultant to complete the project work. The final plans have been submitted, and if there are any changes requested by MDOT, the consultant will need the additional time to make those changes. The original contract provides for the design of I-75 from Goddard Road to the River Rouge Bridge in the cities of Allen Park, Lincoln Park, Melvindale and Detroit, Wayne County (CS 82192 - JN 53168C). The revised contract term will be from April 5, 2000, through April 15, 2004, and from the date of award of this renewal/amendment through July 31, 2004. No costs will be incurred between the expiration of the original contract and the award of this renewal/amendment. The total contract amount remains unchanged at \$5,684,771.73. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Additional time is needed to complete the design of I-75 from Goddard Road to the River Rouge Bridge in the cities of Allen Park, Lincoln Park, Melvindale, and Detroit, Wayne County (CS 82192 - JN 53168C). The final plans have been submitted, and if there are any changes found to be needed in the final review, the consultant would need to be under contract to make such changes.

* Denotes a non-standard contract/amendment

Benefit: A recommendation is necessary to determine if the best way to reconstruct the road under the bridge while maintaining access in the area for emergency vehicles is essential to the safety and welfare of the local communities.

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

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

Risk Assessment: If this amendment is not approved, there is a risk of not having the most efficient and safe trunkline construction possible. If any changes are needed prior to the letting, this time extension will provide adequate time to complete those changes.

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

New Project Identification: This project is for the removal and replacement of the existing road.

Zip Code: 48235.

10. HIGHWAYS – Increase Scope and Amount

Amendatory Contract (2000-1010/A4) between MDOT and The Corradino Group, P.S.C., will add a fourth alternative known as The Composite Option to the Environmental Impact Study (EIS) and will increase the contract amount by \$544,486. The original contract provides for a feasibility study of the Detroit Intermodal Freight Terminal (DIFT) (Phase one), and an early preliminary engineering study of DIFT (Phase two), in the cities of Detroit and Dearborn, Wayne County (CS 82900 - JN 49860). The contract term remains unchanged, February 5, 2001, through December 31, 2005. The revised total contract amount will be \$7,372,368.02. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Michigan Legislature directed (Section 326, P.A. 154 of 1992) the Department of Transportation (MDOT) to study intermodal freight transportation facilities in the Detroit area. This project is considered to be vital because it would allow Southeast Michigan to continue to improve its current position as one of the top ten intermodal centers in the U.S. The present intermodal facilities are operating at, or near, capacity and must either consolidate at the Detroit-Livernois Yard, expand at their current location, or shift the growth and economic efforts out of the region, and likely, out of Michigan.

Benefit: Improved intermodal freight capacity is vital for two reasons: (1) Economic growth generates commodities which must be transported across regions and continents. Michigan's State Domestic Product is forecasted to grow at nearly 2 1/2 percent, compounded annually, through 2025. At the same time, Michigan's main interstate freeway facilities for carrying freight are expected to exceed capacity in broad swaths of the state. Constraints on the total system carrying capacity will constrain economic growth. Intermodal and rail transport can help expand freight transport options and capacity, thus facilitating economic growth. (2) National defense--the Department of Defense has a requirement that the military must be able to respond to two geographically divergent major regional contingencies, each the size of Desert Storm, at nearly the same time. National defense mobilization and deployment is increasingly reliant on NHS connectors to project U.S. military power abroad to meet the challenges of regional conflicts. Southeast Michigan's intermodal system now, and when improved, will be a key element in this national defense strategy, as Detroit is one of the top ten intermodal markets in the nation. Even more intermodal traffic could flow through Detroit if the capacity is provided. The proposed improvement of the Detroit-Windsor rail tunnel will also enhance intermodal access to/from the Detroit area. Finally, the Detroit market has characteristics that could cause intermodal traffic to grow faster than the national average. These include the following: Detroit's location adjacent to the Canadian border. The two main border crossings (Blue Water Bridge and Ambassador Bridge) have experienced a six to eight percent annual growth rate over the past ten years. The Ambassador Bridge handles the largest volume of international freight in North America. The explosive growth in international trade could generate additional demand for intermodal transport.

Funding Source: Congresswomen Carolyn Cheeks Kilpatrick secured \$18 million in Transportation Equity Act for the 21st Century (TEA-21) money for initial development of this project. The feasibility study and EIS are being funded with the High Priority Project TEA-21 earmark.

Commitment Level: The hourly costs are fixed; however, the number of hours are negotiated to minimize the cost. In addition, in this instance there is a cap on the total cost.

* Denotes a non-standard contract/amendment

Risk Assessment: The completion of the Final Environmental Impact Statement (EIS) depends on the processing of this amendment. Expenditure of approximately two-thirds of the \$18 million in TEA-21 money already earmarked in the federal High Priority Project (HPP) is only possible when the Final Environmental Impact Statement (EIS) is completed.

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

New Project Identification: This project addresses the preservation and improvement of existing intermodal terminal(s) and surrounding infrastructure.

Zip Code: 48210, 48126.

11. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0482/A1) between MDOT and Wilcox Professional Services, LLC, will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z6), for which extra time is needed to make the consultant available to help represent MDOT during the written claims procedure (as stated in Section 104.09 of the 1996 Standard Specifications for Construction), as well as to generate final estimates for the project. The consultant completed construction oversight for this project. (See following item.) The original contract provides for construction engineering consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be May 15, 2001, through May 15, 2005. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow authorization (Z6) to be extended to make the consultant available to help represent MDOT during the written claims procedure, as well as to generate final estimates for the project. The consultant completed construction oversight for this project.

Benefit: Approval of this request for an extension of time would provide uniformity in representation by the consultant at all subsequent levels of the claims procedure process.

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

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

Risk Assessment: The contractor has three claims pending for the following items: (a) Bituminous Mixture Adjustment: The Contractor is requesting payment of \$8,120.63 disincentive versus \$23,312.63 disincentive. (b) Use of Oversized R.A.P. Material: The contractor is requesting full payment for the "Salvaged R.A.P. Base" and waiver of the negative contract adjustment of \$1,396.25 due to oversized material. (c) Payment for Specifically Produced Asphalt Aggregates: The contractor contends that the aggregates required for "Asphalt Stabilized Crack Relief Layer" is a specifically produced material and is eligible for reimbursement for unused material in accordance with Section 105.09 of the 1996 Standard Specifications for Construction. This would amount to \$46,516.16. Not having the consultant available at subsequent claims hearing could severely compromise our position for prevailing on the above claims for additional compensation. Once the written claims procedure is complete, if MDOT owes any monies, the design will be reviewed. If it is determined that the plans contained a flawed design, MDOT will attempt to recover the attributable portion from the consultant designer. Further, the consultant will generate final estimates for the project after the claims procedure.

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

New Project Identification: This is not a new project.

Zip Code: 49631.

12. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z6/R3) under Contract (2001-0482) between MDOT and Wilcox Professional Services, LLC, will extend the authorization term by one year to provide sufficient time for the consultant to complete services to represent MDOT during the written claims procedure process (as stated in Section 104.09 of the 1996 Standard Specifications for Construction) as well as to generate final estimates for the project. The consultant completed construction oversight for this project. The original authorization provides for full construction engineering on US-10 from west of 175th Avenue to west of 110th Avenue in Osceola County (CS 67022 - JN 48445A). The revised authorization term will be May 15, 2001, through May 15, 2005. The authorization amount remains unchanged at \$252,123.80. The contract term will be May 15, 2001, through May 15, 2005. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This time extension will make the Consultant available to represent MDOT during the written claims procedure process (as stated in Section 104.09 of the 1996 Standard Specifications for Construction), as well as to generate final estimates for the project. The consultant completed construction oversight for this project.

Benefit: Approval of this request for time extension will provide uniformity in representation by the consultant at all subsequent levels of the claims procedure process.

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

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

Risk Assessment: The contractor has three claims pending for the following items: (a) Bituminous Mixture Adjustment: The contractor is requesting payment of \$8,120.63 disincentive versus \$23,312.63 disincentive. (b) Use of Oversized R.A.P. Material: The contractor is requesting full payment for the "Salvaged R.A.P. Base" and waiver of the negative contract adjustment of \$1,396.25 due to oversized material. (c) Payment for Specifically Produced Asphalt Aggregates: The contractor contends that the aggregates required for "Asphalt Stabilized Crack Relief Layer" is a specifically produced material and is eligible for reimbursement for unused material in accordance with Section 105.09 of the 1996 Standard Specifications for Construction. This would amount to \$46,516.16. Not having the consultant available at subsequent claims hearing could severely compromise our position for prevailing on the above claims for additional compensation. Once the written claims procedure is complete, if MDOT owes any monies, the design will be reviewed. If it is determined that the plans contained a flawed design, MDOT will attempt to recover the attributable portion from the consultant designer. Further, the consultant will generate final estimates for the project after the claims procedure.

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

New Project Identification: This is not a new project.

Zip Code: 49631.

13. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z5) under Contract (2002-0683) between MDOT and H.W. Lochner, Inc., will provide for the upgrade and rehabilitation of 64 miles of freeway signing on I-75 in Crawford, Roscommon, and Ogemaw Counties (CS 72061 - JN 78793). The authorization will be in effect from the date of award through October 8, 2005. The authorization amount will be \$303,779.17. The contract term is October 8, 2002, through October 8, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: 64 miles of freeway signing upgrade and rehabilitation on I-75 in Crawford, Roscommon, and Ogemaw Counties.

Benefit: Upgrade freeway signing that is losing reflectivity.

Funding Source: 100% Federal Highway Administration Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: Freeway signing is needed to improve driver safety.

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

New Project Identification: This is a rehabilitation project.

Zip Code: 49735.

14. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z6) under Contract (2002-0683) between MDOT and H.W. Lochner, Inc., will provide for the upgrade and rehabilitation of 70 miles of freeway signing on I-75 in Emmet, Cheboygan, and Otsego Counties (CS 16092 - JN 78772). The authorization will be in effect from the date of award through October 8, 2005. The authorization amount will be \$319,920.84. The contract term is October 8, 2002, through October 8, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: 70 miles of freeway signing upgrade and rehabilitation on I-75 in Emmet, Cheboygan, and Otsego Counties.

Benefit: Upgrade freeway signing that is losing reflectivity.

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: Freeway signing is needed to improve driver safety.

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

New Project Identification: This is a rehabilitation project.

Zip Code: 49735.

15. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z14/R1) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for additional design services for the completion of the design and will increase the authorization amount by \$116,998.37. The additional design services will take the design plans from base plan to design completion. The original authorization (Z14) provides for design up to the base plans (per the design PPMS task milestone) on I-69 BL from Hagadorn Road to Old M-78 in the city of East Lansing, Meridian and Bath Townships, Ingham County (CS 33043 - JN 46026C). The authorization term remains unchanged, April 6, 2004, through April 10, 2006. The revised authorization amount will be \$159,920.65. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The consultant is providing design plans and construction bid documents for the resurfacing and rehabilitation of 3.2 miles of I-69 BL in Meridian Township. This is the second phase of the design process; the first phase was for the design up to the base plans (per the design PPMS milestone).

Benefit: By repairing and resurfacing this roadway, safety will be improved, along with providing a better ride for the motorists. This project is part of the MDOT 5-year plan and the improvements are part of the University Region strategy for meeting pavement condition goals.

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 project is not completed, safety would not be improved and the existing pavement condition would continue to deteriorate, resulting in a worse ride for motorists. If this project is not undertaken, MDOT would be less likely to achieve its goal of having 85% of non-freeways in good or better condition by 2007.

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

New Project Identification: This project is for rehabilitation of an existing roadway.

Zip Code: 48823.

16. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for additional design services for road reconstruction, storm sewer, and railroad crossing improvements on I-94BL at the intersection of Michigan Avenue, in the city of Kalamazoo, Kalamazoo County, and will increase the authorization amount by \$40,787.67. Additional services are being requested due to significant delays in the project caused by the need for coordination with local stakeholders, additional coordination meetings with the City of Kalamazoo, and last-minute scope additions based on comments from Western Michigan University. The original authorization (Z2) provides for design services for intersection improvements on I-94 at Michigan Avenue, Kalamazoo County (CS 39041 - JN 72683C). The term of the authorization remains unchanged, September 10, 2003, through April 8, 2006. The revised authorization amount will be \$138,621.17. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Design services for road reconstruction, storm sewer, and railroad crossing improvements on I-94BL at the intersection of Michigan Avenue, in the City of Kalamazoo, Kalamazoo County. Additional hours are being requested due to significant delays in the project caused by the need for coordination with local stakeholders, additional coordination meetings with the City of Kalamazoo, and last-minute scope additions based on comments from Western Michigan University.

Benefit: Will provide design services that are beyond the capacity of the Kalamazoo TSC development unit. Ensures the continuation and delivery of the Five Year Plan.

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: Federal funding may be reduced without the completion of the Five Year Plan. In addition, the safety funds for this project must be obligated within the current fiscal year or they will be lost.

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

New Project Identification: Not a new project.

Zip Code: 49503.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z10) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for as-needed consultant construction oversight for administration of local agency projects within Oakland County, Metro Region (CSs various - JNs various). The authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$177,450. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will allow for the as-needed consultant construction administrative oversight for a number of projects.

Benefit: This authorization will allow for adequate oversight of the administration of the projects included in the scope of services and ensure that all materials and workmanship are in accordance with MDOT specifications and guidelines and will measure, document, and process payments for all construction contract work. It will also ensure that all FHWA rules and regulations are followed as necessary to provide for Federal funding.

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

* Denotes a non-standard contract/amendment

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

Risk Assessment: Without the authorization, the consultant would be unable to administer adequate oversight resulting in delayed payment to contractors and lack of professional guidance on federally-funded projects.

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

New Project Identification: This is oversight on existing projects.

Zip Code: 48328.

18. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5522) between MDOT and the City of East Jordan will provide for funding participation in the following improvements:

Construction of 36-inch diameter storm sewer from the outlet at the south arm of Lake Charlevoix easterly along Highway M-32 to Main Street.

Estimated Funds:

State Restricted Trunkline Funds	\$70,000
City of East Jordan Funds	<u>\$16,600</u>
Total Funds	<u>\$86,600</u>

M 84900 – 77151; Charlevoix County
Local Letting

Purpose/Business Case: Storm sewer replacement and upgrading project.

Benefit: Will provide for the drainage of portions of Highway M-32.

Funding Source: State Trunkline and Bridge Construction Funds and City of East Jordan Funds.

Commitment Level: 100% State up to \$70,000 and balance by City of East Jordan; based on estimate.

Risk Assessment: Reduction of potential flooding on Highway M-32.

Cost Reduction: Low bid.

New Project Identification: Upgrade of existing storm sewer system.

Zip Code: 49727.

19. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z1) under Contract (2004-0116) between MDOT and Soil and Materials Engineers, Inc., will provide for inspection and testing services to be performed as needed in the University Region. This authorization will be in effect from the date of award through February 26, 2007. The authorization amount will be \$303,165.11. The contract term is February 26, 2004, through February 26, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization (Z1) is for inspection and testing services as needed in the University Region. These services will support the delivery of the Region's capital outlay program in a timely manner.

Benefit: The benefits include adequate project inspection and testing, as required by federal law, resulting in a high quality product. The inspection and testing will result in assuring the construction projects are built as designed, and that all parts of construction are up to current MDOT and federal standards.

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

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

Risk Assessment: The risk of not authorizing these inspection and testing services is that projects will not have adequate inspection and testing, resulting in possible substandard work and subsequent loss of federal funding. Additionally, not authorizing these services now may also result in the loss of federal funding for entire projects.

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

New Project Identification: This is not a new project.

Zip Code: 48933.

20. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2004-0125) between MDOT and Wightman & Associates, Inc., will provide for a road design survey to be performed on I-94 from 0.4 miles east of I-196 to 0.4 miles west of M-140 in Berrien County (CS 11017 - JN 60466C). The work items include a ground control survey and design survey. This authorization will be in effect from the date of award through March 2, 2007. The authorization amount will be \$145,669.07. The contract term is March 2, 2004, through March 2, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: CS 11017-JN 60466C is the design phase of an \$8 million project to replace EB I-94 pavement between I-196 and M-140 (Exit 41) in Berrien County. The requested authorization is to conduct a road design ground survey. This work needs to be outsourced to a prequalified design consultant since neither MDOT Design Surveys nor the Southwest Region have forces available for this task who can meet the design schedule. The photogrammetry flight is being performed by the MDOT Photogrammetry Unit. The construction is scheduled for the 2007 season.

Benefit: The design will commence on schedule so this highly distressed pavement can be replaced in a 2007 construction contract.

Funding Source: 100% State Restricted Trunkline Funds

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

Risk Assessment: The I-94 concrete pavement on this project is in a highly distressed state. There are long segments of pavement with severe transverse cracks every sixteen feet and frequent "punch out" failures. The project location has been under reactive maintenance for several years. The risk of not approving this authorization is that a delay in treatment may result. There would be continued poor ride, safety concerns associated with deep pavement distress, and perpetual reactive maintenance activity on this vital commercial route. If this survey is not completed in the 2004 season, the planned 2007 construction will be in jeopardy.

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

New Project Identification: This is not a new project.

Zip Code: 48426.

21. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for construction engineering services to be performed on US-131, from north of M-43 northerly to north of M-89 at the Kalamazoo River, in Kalamazoo and Allegan Counties (CS: NH39014 - JN 50763A). The work items include inspection and testing services on the project under the direction of the Project Engineer Manager including all reporting, measurement, computation, and documentation required by the specifications, plans, proposal, Michigan Construction Manual, the MDOT Materials Guide, and any and all other applicable references. The authorization will be in effect from the date of award through April 19, 2004. The authorization amount will be \$837,136.35. The contract term is April 20, 2004, through April 19, 2007. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for construction inspection and testing services on the US-131 project in the Kalamazoo TSC, Southwest Region. These services will support the delivery section of the TSC and assist in the completion of this project. At the present time, this work cannot be completely handled by MDOT forces.

Benefit: The benefit includes adequate project inspection and testing as required by federal law, on the existing freeway for the people of Michigan, resulting in a high quality product. This authorization will also ensure all aspects of construction are up to current MDOT standards.

Funding Source: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds

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

Risk Assessment: The risk of not approving these construction inspection and testing services is that the construction of US-131 in the Kalamazoo TSC will not have adequate project inspection and testing, resulting in substandard work and possible loss of federal funds.

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

New Project Identification: This is not a new project.

Zip Code: 49080.

22. HIGHWAYS - IDS Engineering Services

Contract (2004-0226) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5088) between MDOT and the Road Commission for Oakland County will provide for funding participation in the construction of the following improvements utilizing State Build Michigan III Funds:

Realignment and widening work along Adams Road from Auburn Road to Highway M-59.

Estimated Funds:

State Restricted Trunkline Funds	\$6,000,000
Road Commission for Oakland County Funds	<u>\$1,150,000</u>
Total Funds	<u>\$7,150,000</u>

MBS 63043 - 78891

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development.

Benefit: Support economic growth and reduce traffic congestion.

Funding Source: State Build Michigan III Funds and Road Commission for Oakland County Funds.

Commitment Level: 100% State up to \$6,000,000 and the balance by Road Commission for Oakland County; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Add two to three lanes to existing two-lane roadway.

Zip Code: 48309.

24. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2004-5090) between MDOT and the Eaton County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 23-08-24, which carries Kinsel Highway over the Thornapple Drain, Section 31, T3N, R3W, Windsor Township, and Section 6, T2N, R3W, Eaton Rapids Township, Eaton County, Michigan; the reconstruction of the approaches to the structure for approximately 197 feet westerly and 276 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$268,300
State Restricted Trunkline Funds	\$ 50,300
Eaton County Road Commission Funds	<u>\$ 16,800</u>
Total Funds	<u>\$335,400</u>

BRO 23008 - 59701

Letting of 5/7/2004

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Eaton County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Eaton County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

Zip Code: 48813.

25. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2004-5095) between MDOT and the Monroe County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B05 of 58-11-20, which carries Cone Road over the Warren Lewis Drain, Section 23, T5S, R6E, Milan Township, Monroe County, Michigan; the reconstruction of the approaches to the structure for approximately 117 feet westerly and 102 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$206,300
State Restricted Trunkline Funds	\$ 38,700
Monroe County Road Commission Funds	<u>\$ 12,900</u>
Total Funds	<u>\$257,900</u>

BRO 58011 - 56570

Letting of 5/7/2004

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Monroe County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Monroe County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

Zip Code: 48160.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5098) between MDOT and the Washtenaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Reconstruction work along Ann Arbor – Saline Road from approximately 640 feet north of Maple Road to approximately 310 feet north of Oak Valley Drive, including earth excavation, embankment, aggregate base, shoulder, drainage improvement, coldmilling, hot mix asphalt paving, pavement marking, and restoration work.

Estimated Funds:

State Restricted Economic Development Funds	\$125,000
Washtenaw County Road Commission Funds	<u>\$375,000</u>
Total Funds	<u>\$500,000</u>

EDF 81566 - 55830
 Local Letting

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

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

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

Commitment Level: 75% State up to \$375,000 and the balance by Washtenaw County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

Zip Code: 48103.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5103) between MDOT and the City of Zeeland will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Widening from two lanes to three lanes along Riley Street from Centennial Street to Fairview Avenue (88th Street), including curb and gutter work.

Estimated Funds:

State Restricted Economic Development Funds	\$624,000
City of Zeeland Funds	<u>\$156,000</u>
Total Funds	<u>\$780,000</u>

EDA 70522 – 78473; Ottawa County
 Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.
Benefit: Support economic growth, reduce traffic congestion, and upgrade the state all-season road system.
Funding Source: State Transportation Economic Development Funds and City of Zeeland Funds.
Commitment Level: 95% state up to \$624,000 and the balance by City of Zeeland; based on estimate.
Risk Assessment: Possible loss of development opportunities.
Cost Reduction: Low bid.
New Project Identification: Increase lane width from existing two lanes to three lanes.
Zip Code: 49464.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5117) 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 Category A Funds:

Reconstruction and widening from three lanes to five lanes along 32 Mile Road from approximately 500 feet east of Highway M-53 to approximately 1100 feet west of Powell Road.

Estimated Funds:

State Restricted Economic Development Funds	\$1,772,000
Road Commission for Macomb County Funds	<u>\$ 443,000</u>
Total Funds	<u>\$2,215,000</u>

EDA 50522 - 74749
 Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.
Benefit: Support economic growth, reduce traffic congestion, and upgrade the state all-season road system.
Funding Source: State Transportation Economic Development Funds and Road Commission for Macomb County Funds.
Commitment Level: 80% State up to \$2,160,000 and the balance by the Road Commission for Macomb County; based on estimate.
Risk Assessment: Possible loss of development opportunities.
Cost Reduction: Low bid.
New Project Identification: Increase roadway width from two lanes to five lanes.
Zip Code: 48065.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5118) between MDOT and the City of Detroit will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction and widening work along Conner Avenue from Mack Avenue to Warren Avenue, including traffic signal work.

Estimated Funds:

State Restricted Economic Development Funds	\$3,576,000
City of Detroit Funds	\$ 21,000
Total Funds	<u>\$3,597,000</u>

EDA 82522 – 52557; Wayne County
 Local Letting

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

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

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

Commitment Level: 100% state up to \$3,576,000 and the balance by the City of Detroit; based on estimate

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Increase existing four-lane and five-lane roadway to a seven-lane roadway.

Zip Code: 48213.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5150) between MDOT and the Wexford County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Rehabilitation work along No. 29½ Road from approximately 960 feet north of No. 8 Road to approximately 800 feet south of No. 2 Road, including earthwork, base crushing and shaping, coldmilling, aggregate base, hot mix asphalt paving, paved shoulder, aggregate shoulder, culvert, guardrail, slope restoration, and pavement marking work.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$183,800
Federal Highway Administration Funds	\$203,200
State Restricted Economic Development Funds	\$ 96,700
Wexford County Road Commission Funds	\$ 0
Total Funds	<u>\$483,700</u>

EDDF 83555 - 78373
 Letting of 5/7/2004

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

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

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

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

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

Zip Code: 49663.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5152) between MDOT and the Ionia County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Rehabilitation work along Jordan Lake Road from approximately 700 feet north of Clarksville Road northerly approximately 0.29 miles, including pavement removal, placing geogrid, aggregate base, hot mix asphalt base, hot mix asphalt surfacing, paved shoulder, and traffic control work.

Estimated Funds:

State Restricted Economic Development Funds	\$157,500
Ionia County Road Commission Funds	<u>\$ 39,400</u>
Total Funds	<u>\$196,900</u>

EDD 34555 - 72747

Letting of 5/7/2004

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

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

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

Commitment Level: 80% state, 20% Ionia County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

Zip Code: 48815.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5183) between MDOT and the City of Three Rivers will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Reconstruction work along Broadway Street from the west city limits to Eighth Street, including subgrade, subbase, hot mix asphalt pavement, storm sewer, and curb and gutter work.

Estimated Funds:

State Restricted Economic Development Funds	\$ 375,000
City of Three Rivers Funds	<u>\$1,543,000</u>
Total Funds	<u>\$1,918,000</u>

EDF 78566 – 77745; St. Joseph County
 Local Letting

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

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

Funding Source: State Transportation Economic Development Funds and the City of Three Rivers Funds.

Commitment Level: 20% state up to \$375,000 and the balance by the City of Three Rivers; based on estimate

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

Zip Code: 49093.

33. MULTI-MODAL – Railroad Force Account Work
 Authorization (38080-79507) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Corporation (NS) will provide funding for the modification of the existing active warning devices to accommodate two-way traffic and enhance the train detection circuitry at the NS grade crossing of Louis Glick Highway in Jackson, Michigan. This work, to be done in conjunction with a road improvement project, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Jackson on October 15, 2003. The total cost of the project is estimated at \$149,460. Source of Funds: Federal Highway Administration Funds - \$74,730; FY 2004 State Restricted Trunkline Funds - \$74,730.

Purpose/Business Case: The project will provide for the relocation of active warning devices to accommodate two-way traffic and the enhancement of train detection circuitry at the NS grade crossing of Louis Glick Highway in Jackson, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The changes to the existing warning devices were determined necessary by a team that included representatives of the City of Jackson, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$74,730; FY 2004 State Restricted Trunkline Funds - \$74,730

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: While the warning devices at this crossing are sufficient for one-way traffic, they must be modified to provide adequate warning to vehicles traveling both north and south. In addition, changing the existing train detection circuitry will eliminate the excessive activation problems currently being experienced when Amtrak trains enter or leave the nearby station.

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

New Project Identification: Currently, the crossing is protected by flashers and gates directed at northbound traffic only. This project would modify those active warning devices to accommodate two-way traffic and, at the same time, improve the train detection circuitry to eliminate problems with excessive signal activation.

Zip Code: 49203.

34. MULTI-MODAL – Railroad Force Account Work

Authorization (38080-79508) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Corporation (NS) will provide funding for the modification of the existing active warning devices to accommodate two-way traffic and enhance the train detection circuitry at the NS grade crossing of Cooper Street in Jackson, Michigan. This work, to be done in conjunction with a road improvement project, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Jackson on October 15, 2003. The total cost of the project is estimated at \$118,050. Source of Funds: Federal Highway Administration Funds - \$59,025; FY 2004 State Restricted Trunkline Funds - \$59,025.

Purpose/Business Case: The project will provide for the relocation of active warning devices to accommodate two-way traffic and the enhancement of train detection circuitry at the NS grade crossing of Cooper Street in Jackson, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The changes to the existing warning devices were determined necessary by a team that included representatives of the City of Jackson, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a), and federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$59,025; FY 2004 State Restricted Trunkline Funds - \$59,025

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: While the warning devices at this crossing are sufficient for one-way traffic, they must be modified to provide adequate warning to vehicles traveling both north and south. In addition, changing the existing train detection circuitry will eliminate the excessive activation problems currently being experienced when Amtrak trains enter or leave the nearby station.

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

New Project Identification: Currently, the crossing is protected by flashers and gates directed at southbound traffic only. This project would modify those active warning devices to accommodate two-way traffic and, at the same time, improve the train detection circuitry to eliminate problems with excessive signal activation.

Zip Code: 49203.

35. MULTI-MODAL - Time Extension

Amendatory Contract (97-0561/A4) between MDOT and City of Kalamazoo will extend the contract term by six months to allow sufficient time for the City to complete the architectural and preliminary engineering work for the Kalamazoo Transportation Center. A delay was caused by logistical design concerns with the facility, and additional time is needed so that the City can better coordinate with Greyhound and Indian Trails on facility design issues. The original contract provides state matching funds to the City's FY 1997 Federal Section 5309 Capital Discretionary Program. The revised contract term will be May 22, 1997, through November 21, 2004. The total contract amount remains unchanged at \$1,240,625. Source of Funds: Federal Transit Administration Funds - \$992,500; State Restricted Comprehensive Transportation Funds - \$248,125.

Purpose/Business Case: To provide for a six-month extension for the purpose of completing the architectural and preliminary engineering work for the Kalamazoo Transportation Center.

Benefit: Allow sufficient time for the City to complete the architectural and preliminary engineering project for the Kalamazoo Transportation Center.

Funding Source: Federal Transit Administration Funds - \$992,500; State Restricted Comprehensive Transportation Funds - \$248,125.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving this amendment are that remaining funds in the contract will not be used and the project will not be completed.

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

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

Zip Code: 49085-1392.

36. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0751/A5) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) in Detroit, serving portions of Wayne, Oakland, Macomb, and Monroe Counties, will extend the contract term by one year. Due to changing technology, the dispatch system has taken longer to complete than originally anticipated. There are three phases for this project: Phase 1 began April 2003, Phase 2 is scheduled for April 2004, and Phase 3 is scheduled to begin in December 2004. The original contract provides the FY 2000 state match to SMART's Federal Section 5307 Nonurbanized Area Formula Capital Program grant. The revised contract term will be June 16, 2000, through June 15, 2005. The total contract amount remains unchanged at \$16,096,377. Source of Funds: Federal Transit Administration Funds - \$12,877,102; FYs 1999, 2000, and 2001 State Restricted Comprehensive Transportation Funds - \$3,219,275.

Purpose/Business Case: To provide for a one-year time extension. The project has been delayed because of changing technology for the dispatch system.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$12,877,102; FY 1999/2000/2001 State Restricted Comprehensive Transportation Funds - \$3,219,275.

Commitment Level: Contract based on cost estimates.

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

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

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

Zip Code: 48226.

37. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0861/A2) between MDOT and the Muskegon County Board of Commissioners will extend the contract term by one year to allow the County sufficient time to complete the purchase of medium-duty buses. The County is delaying the purchase of the buses until a comprehensive service analysis is completed this spring. The original contract provides State matching funds to Muskegon County's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be June 22, 2000, through June 21, 2005. The total contract amount remains unchanged at \$835,783. Source of Funds: Federal Transit Administration Funds - \$668,626; FY 2000 and FY 2003 State Restricted Comprehensive Transportation Funds - \$163,657; Muskegon County Funds - \$3,500.

Purpose/Business Case: To provide for the extension of the contract term by one year for the purchases of buses, which will be ordered after the completion of a comprehensive service analysis this spring.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$668,626; FY 2000 and FY 2003 State Restricted Comprehensive Transportation Funds - \$163,657; Muskegon County Funds - \$3,500.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that federal funds will be lost.

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

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

Zip Code: 49444.

38. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0865/A2) between MDOT and the Muskegon County Board of Commissioners will extend the contract term by one year to allow the County sufficient time to complete the purchase of medium-duty buses. The County is delaying the purchase of the buses until a comprehensive service analysis is completed this spring. The original contract provides State matching funds to Muskegon County's FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be July 14, 2000, through July 13, 2005. The total contract amount remains unchanged at \$340,000. Source of Funds: Federal Transit Administration Funds - \$272,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$64,500; Muskegon County Funds - \$3,500.

Purpose/Business Case: To provide for the extension of the contract term by one year for the purchase of buses, which will be ordered after the completion of a comprehensive service analysis this spring.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$272,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$64,500; Muskegon County Funds - \$3,500.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that federal funds will be lost.

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

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

Zip Code: 49444.

39. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0530/A1) between MDOT and Berrien County Board of Commissioners will extend the contract term by four months to allow sufficient time for the county to use the remaining funds toward the purchase of another medium duty bus. The purchase of the bus was delayed until additional funding was awarded under another grant. The original contract provides state matching funds to the County's FY 2001 Section 5309 Capital Discretionary Program. The revised contract term will be September 14, 2001, through January 13, 2005. The total contract amount remains unchanged at \$103,690. Source of Funds: Federal Transit Administration Funds - \$82,952; State Restricted Comprehensive Transportation Funds - \$20,738.

Purpose/Business Case: To provide for a four-month extension for the purchase of a medium duty bus.

Benefit: To allow sufficient time for the city to use the remaining funds toward purchasing a medium duty bus.

Funding Source: Federal Transit Administration Funds - \$82,952; State Restricted Comprehensive Transportation Funds - \$20,738.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving this amendment are that remaining funds in the contract will not be used and the needed bus will not be purchased.

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

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

Zip Code: 49085-1392.

40. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0855/A1) between MDOT and the Muskegon County Board of Commissioners will extend the contract term by one year to allow the county sufficient time to complete the purchase of global positioning system (GPS) and automatic vehicle location (AVL) equipment. The county is delaying the purchase of this equipment until a comprehensive service analysis is completed this spring. The original contract provides state matching funds to Muskegon County's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be July 26, 2001, through July 25, 2005. The total contract amount remains unchanged at \$455,000. Source of Funds: Federal Transit Administration Funds - \$364,000; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$90,000; Muskegon County Funds - \$1,000.

Purpose/Business Case: To provide for the extension of the contract term by one year for the purchase of GPS/AVL equipment, which will be ordered after the completion of a comprehensive service analysis this spring.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$364,000; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$90,000; Muskegon County Funds - \$1,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that federal funds will be lost.

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

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

Zip Code: 49444.

41. MULTI-MODAL - Section 5311 Operating Assistance

Project Authorization (Z9) issued under Master Agreement (2002-0003) between MDOT and the Allegan County Board of Commissioners will provide FY 2004 Federal Section 5311 Nonurbanized Area Formula Operating Program funds for nonurban public transportation services for FY 2004. Payment to the local agency will not exceed 10.95 percent of the agency's final eligible expenses. This funding level reflects the amount of funding authorized and available under the Federal Continuing Resolution. If additional funds are available once a transportation bill is passed, a second grant amendment and an authorization revision will be processed. The authorization will be in effect from October 1, 2003, through September 30, 2004. The authorization is retroactive due to the term 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 \$32,957. 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 - \$32,957.

Purpose/Business Case: To provide Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2004. The funding level reflects the amount authorized and available under the Federal Continuing Resolution.

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

Funding Source: Federal Transit Administration Funds - \$32,957.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is that federal funds will be lost and the needed transit service may not be provided.

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

New Project Identification: Provides for countywide transportation services for nonurbanized areas.

Zip Code: 49010.

42.-104. MULTI-MODAL - Section 5311 Operating Assistance

The following Project Authorization Revisions issued under Master Agreements between MDOT and the following agencies will provide additional FY 2004 Federal Section 5311 Nonurbanized Area Formula Operating Program funds for nonurban public transportation services for FY 2004. The total amount to be added to the authorizations is \$1,826,895 of federal funds; state funds are not required. This revised funding level reflects the amount of funding authorized and available under the Federal Continuing Resolution. If additional funds are available once a transportation bill is passed, a second grant amendment and authorization revisions will be processed. Payment to the local agencies will not exceed 10.95 percent of the agencies' final eligible expenses. The terms of the authorizations remain unchanged, October 1, 2003, through September 30, 2004. The term of the master agreement for the St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This Master Agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$5,054,307.

	<u>Agreement Number</u>	<u>Agency</u>	<u>Total</u>
42.	2002-0002/Z5/R1	Adrian, City of	\$ 28,757
43.	2002-0004/Z8/R1	Alma, City of	\$ 43,323
44.	2002-0005/Z6/R1	Alpena, City of	\$ 38,067
45.	2002-0006/Z14/R1	ALTRAN T A	\$ 57,488
46.	2002-0007/Z11/R1	Ann Arbor T A (Chelsea/Dexter)	\$ 33,797
47.	2002-0008/Z7/R1	Antrim County Bd. of Comm.	\$ 48,593
48.	2002-0011/Z5/R1	Barry County Bd. of Comm.	\$ 48,126
49.	2002-0012/Z14/R1	Bay Area TA	\$381,031
50.	2002-0014/Z18/R1	Bay Metropolitan T A	\$200,503
51.	2002-0014/Z19/R1	Bay Metropolitan T A - Arenac	\$ 40,624
52.	2002-0018/Z9/R1	Berrien County Bd. of Comm.	\$ 92,476
53.	2002-0019/Z5/R1	Big Rapids, City of	\$ 26,172
54.	2002-0020/Z7/R1	Blue Water Area T C	\$176,445
55.	2002-0021/Z13/R1	Branch Area T A	\$ 72,317
56.	2002-0023/Z7/R1	Cadillac/Wexford T A	\$ 91,458
57.	2002-0024/Z16/R1	Capital Area T A	\$ 80,363
58.	2002-0025/Z6/R1	Caro T A	\$ 47,136
59.	2002-0026/Z5/R1	Cass County T A	\$ 46,920
60.	2002-0027/Z7/R1	Charlevoix County Bd. of Comm.	\$ 84,387
61.	2002-0028/Z9/R1	Cheboygan County Bd. of Comm.	\$ 51,321
62.	2002-0029/Z8/R1	Clare County Bd. of Comm.	\$ 85,996
63.	2002-0095/Z5/R1	Clinton County Area Transit	\$ 34,745
64.	2002-0030/Z9/R1	Crawford County T A	\$ 99,638
65.	2002-0031/Z9/R1	Delta Area T A	\$ 59,351
66.	2002-0035/Z12/R1	Eastern U P T A	\$ 40,973
67.	2002-0036/Z9/R1	Eaton County T A	\$181,156
68.	2002-0066/Z18/R1	Flint M T A	\$ 60,257
69.	2002-0038/Z9/R1	Gladwin County Bd. of Comm.	\$125,861
70.	2002-0039/Z5/R1	Gogebic County Transit	\$ 30,293
71.	2002-0041/Z13/R1	Greater Lapeer T A	\$131,256
72.	2002-0042/Z6/R1	Greenville, City of	\$ 26,702
73.	2002-0044/Z6/R1	Hillsdale, City of	\$ 33,484
74.	2002-0046/Z8/R1	Houghton, City of	\$ 31,942
75.	2002-0047/Z6/R1	Huron County Bd. of Comm.	\$116,733
76.	2002-0048/Z6/R1	Interurban T A	\$ 41,397
77.	2002-0050/Z9/R1	Ionia, City of	\$ 26,914
78.	2002-0053/Z9/R1	Isabella County T C	\$263,699
79.	2002-0054/Z10/R1	Jackson T A	\$ 95,901
80.	2002-0055/Z8/R1	Kalamazoo, City of	\$126,874
81.	2002-0056/Z9/R1	Kalamazoo County Bd. of Comm.	\$ 30,038
82.	2002-0057/Z8/R1	Kalkaska P T A	\$ 61,989
83.	2002-0059/Z10/R1	Lenawee County Bd. of Comm.	\$ 34,766
84.	2002-0061/Z10/R1	Ludington M T A	\$ 80,700
85.	2002-0063/Z4/R1	Manistee County Bd. of Comm.	\$119,526
86.	2002-0064/Z13/R1	Marquette County T A	\$208,922
87.	2002-0065/Z4/R1	Marshall, City of	\$ 26,483

* Denotes a non-standard contract/amendment

88.	2002-0067/Z11/R1	Mecosta County Bd. of Comm.	\$ 32,870
89.	2002-0068/Z4/R1	Midland, City of	\$110,592
90.	2002-0069/Z9/R1	Midland County Bd. of Comm.	\$123,339
91.	2002-0076/Z6/R1	Ogemaw County Bd. of Comm.	\$ 31,212
92.	2002-0077/Z5/R1	Ontonagon County Bd. of Comm.	\$ 38,824
93.	2002-0097/Z6/R1	Osceola County Bd. of Comm.	\$ 31,301
94.	2002-0079/Z9/R1	Otsego County Bd. of Comm.	\$125,098
95.	2002-0081/Z5/R1	Roscommon County Bd. of Comm.	\$126,800
96.	2002-0082/Z11/R1	Saginaw Transit Authority Regional Services	\$ 66,591
97.	2002-0083/Z6/R1	Sanilac County Bd. of Comm.	\$ 64,939
98.	2002-0084/Z7/R1	Sault Ste. Marie, City of	\$ 31,159
99.	2002-0085/Z7/R1	Schoolcraft County Bd. of Comm.	\$ 35,445
100.	2002-0086/Z12/R1	Shiawassee Area T A	\$ 59,914
101.	2002-0088/Z16/R1	Suburban Mobility Authority for Regional Transportation	\$ 86,815
102.	2002-0693/Z6/R1	St. Joseph T A	\$ 80,273
103.	2002-0092/Z8/R1	Van Buren County Bd. of Comm.	\$ 57,856
104.	2002-0093/Z10/R1	Yates Township	\$ 86,379

Purpose/Business Case: To provide additional Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2004. Funding reflects the amount authorized and available under the federal Continuing Resolution.

Benefit: These federal funds help support the level of public transportation provided in these nonurban areas.

Funding Source: Federal Transit Administration Funds - \$5,087,264.

Commitment Level: Contract based on cost estimates.

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

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

New Project Identification: These are revisions to existing projects.

Zip Code: 49684.

105.-106. MULTI-MODAL - Project Zero

Project Authorization Revisions issued under Master Agreements between MDOT and the following agencies will increase the FY 2004 funding for enhanced public transportation services as requested for Project Zero clients. There was a need for increased levels of service in these areas and funding recently became available for the service increases. MDOT provides 50 percent of the operating costs, and the Family Independence Agency (FIA) and the Michigan Department of Career Development (MDCD) together provide 50 percent of the operating costs. Additional funding will be provided to the City of Grand Haven in the amount of \$70,000 and to the Van Buren County Board of Commissioners in the amount of \$76,000. The total cost of the projects will be \$436,000. The terms of the authorizations remain unchanged, October 1, 2003, through September 30, 2004. The terms of the master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FIA Funds - \$123,500; MDCD Funds - \$94,500; FY 2004 State Restricted Comprehensive Transportation Funds - \$218,000.

* Denotes a non-standard contract/amendment

	<u>Contract</u>	<u>Agency</u>	<u>MDOT</u>	<u>MDCD</u>	<u>FIA</u>	<u>Total</u>
105.	2002-0040/Z10/R1	Grand Haven, City of	105,000	45,000	60,000	210,000
106.	2002-0092/Z7/R1	Van Buren County Board of Commissioners	113,000	49,500	63,500	226,000

Purpose/Business Case: To provide additional funding for enhanced public transportation services as requested for Project Zero clients.

Benefit: Increase public transportation services.

Funding Source: Family Independence Agency Funds - \$123,500; Michigan Department of Career Development Funds - \$94,500; FY 2004 State Restricted Comprehensive Transportation Funds - \$218,000.

Commitment Level: Contract based on cost estimates.

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

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

New Project Identification: These are revisions to existing projects.

Zip Code: 49417 and 49013.

107. MULTI-MODAL – Section 5307 Capital

Project Authorization Revision (Z5/R3) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP) in Grand Rapids will delete up to 27 vans and add up to 23 replacement buses to match the amended federal grant. This change is requested as ITP needs more wheelchair capacity than the vans provide. The original authorization provides State matching funds to ITP's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, May 1, 2002 through April 30, 2005. The total amount of the authorization remains unchanged at \$8,684,995. Source of Funds: Federal Transit Administration Funds - \$6,950,496; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,709,589; ITP Funds - \$24,910.

Purpose/Business Case: To provide for the deletion of vans from the original grant and the addition of replacements buses to provide more wheelchair capacity.

Benefit: Increase public safety through improved transportation infrastructure.

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

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this revision are that federal funds will be lost.

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

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

Zip Code: 49503.

108. MULTI-MODAL – Section 5307 Capital

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA) in Flint will add the purchase of vans and remove the purchase of a communications system and mobile fare collection equipment from the project. The original authorization provides state matching funds to MTA's FY 2002 Section 5307 Urbanized Area Formula Capital Program. MTA's countywide demand/response services have expanded, and MTA requires the purchase of additional passenger vans to meet the needs of its ridership. In response to its expanding level of services, MTA has revised its capital program to include the purchase of communications equipment and mobile fare collection equipment in future years. The authorization term remains unchanged, February 4, 2003, through February 3, 2006. The authorization amount remains unchanged at \$2,248,676. 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 - \$1,798,941; State Restricted Comprehensive Transportation Funds - \$449,735.

Purpose/Business Case: To provide for the purchase of vans in addition to the construction of a transit service center, construction management, and rehabilitation/rebuilding of buses. Communications system and mobile fare collections equipment will be deleted.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration - \$1,798,941; State Restricted Comprehensive Transportation Funds - \$449,735.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving this revision are that needed transit vehicles and equipment will not be purchased and federal funds will be lost.

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

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

Zip Code: 48503.

109. MULTI-MODAL - Section 5307 Capital

Project Authorization Revision (Z4/R2) under Master Agreement (2002-0082) between MDOT and Saginaw Transit Authority Regional Services (STARS) will decrease the state share by \$3,750, increase the local share by \$3,750, and adjust line-item amounts to match the federal grant and to reflect actual costs. The state share will be reduced by \$3,750 and the local share increased by the same amount because funding was shifted from a line-item for which MDOT provides a 20 percent match to a line-item for which MDOT provides a 15 percent match. The original authorization provides state matching funds for STARS's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, June 14, 2002, through June 13, 2005. The total amount of the authorization remains unchanged at \$2,060,800. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,648,640; FY 2003 State Restricted Comprehensive Transportation Funds - \$399,410; Saginaw Transit Authority Regional Services Funds - \$12,750.

Purpose/Business Case: To provide for the reallocation of funds between line-items to match the federal grant and to reflect actual costs, reducing the State share by \$3,750 and increasing the local share by \$3,750.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,648,640; FY 2003 State Restricted Comprehensive Transportation Funds - \$399,410; Saginaw Transit Authority Regional Services Funds - \$12,750.

Commitment Level: Contract based on cost estimates.

* Denotes a non-standard contract/amendment

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

Cost Reduction: Grant amount is determined by FTA and is not negotiated. This revision will reduce the State funding for this project by \$3,750.

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

Zip Code: 48607.

110. MULTI-MODAL – Section 5307 Capital

Project Authorization Revision (Z14/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) in Wayne County, which provides transit service in parts of Wayne, Oakland, Macomb, and Monroe Counties, will reduce state matching funds by \$13,733 for SMART's FY 2003 Congestion Management and Air Quality (CMAQ) Program and will reduce federal funding by \$54,929. SMART is transferring federal funding from the purchase of buses to the operation of new services; MDOT does not provide the match for operating items. The original authorization provides state matching funds for SMART's Federal Section 5307 Urbanized Area Formula Capital Program. The authorization term remains unchanged, September 16, 2003, through September 15, 2006. The revised total authorization amount will be \$860,406. 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 - \$688,325; State Restricted Comprehensive Transportation Funds - \$172,081.

Purpose/Business Case: To provide for a reduction in funding due to a shift of funding from purchasing buses to operating new service.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration - \$688,325; State Restricted Comprehensive Transportation Funds - \$172,081.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this revision is that the state contract will not match the approved federal program.

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

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

Zip Code: 48226.

111. *MULTI-MODAL - Time Extension

Amendatory Contract (2002-0292/A1) between MDOT and the City of Detroit (DDOT) will retroactively extend the contract term by eighteen months to allow DDOT sufficient time to complete construction of its timed transfer center. The project has been delayed because the planning portion of the project has taken longer than anticipated. DDOT plans to complete work with the City's planning/engineering contractor and with community groups in the area and then proceed with construction. The original contract provides state matching funds to DDOT's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be from April 25, 2001, through October 24, 2005. The total contract amount remains unchanged at \$4,860,100. Source of Funds: Federal Transit Administration Funds - \$3,888,080; FY 2002 State Restricted Comprehensive Transportation Funds - \$972,020.

Purpose/Business Case: To provide for an eighteen-month time extension to allow DDOT additional time to complete work with the City's planning/engineering contractor and with community groups in the area.

Benefit: Increase public safety through improved transportation infrastructure.

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

* Denotes a non-standard contract/amendment

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not doing this is the potential loss of federal funds.

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

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

Zip Code: 48207.

112. *MULTI-MODAL - Project Completion Extension

Amendatory Contract (2002-0652/A2) between MDOT and Central Michigan Railway Company (CM) will retroactively extend the project completion period by six months, to September 30, 2004, in order to allow sufficient time for the proper disposal of railroad ties. The project is complete except for tie disposal. CM was unable to complete the disposal of the ties due to seasonal weight restrictions on local roads. The original contract provides funding for the rehabilitation of the San Yard, located in Owosso, Michigan. The yard is owned by CM, leased by MDOT, and operated by the Tuscola & Saginaw Bay Railway Company. The contract term remains unchanged, from September 13, 2002 until one year after the last obligation between the parties has been fulfilled or until terminated. The contract amount remains unchanged at \$750,000. Source of Funds: 100% FY 2002 State Restricted Comprehensive Transportation Funds.

Purpose: To extend the project completion period by six months to allow time for the proper disposal of railroad ties.

Benefit: This amendment will allow the railroad company sufficient time to properly dispose of the railroad ties, which is necessary to be in compliance with solid waste management laws.

Funding Source: FY 2002 State Restricted Comprehensive Transportation Funds - \$750,000.

Commitment Level: Contract amount is based on estimates.

Risk Assessment: The risk of not awarding this amendment is that the railroad company will not be able to properly dispose of the railroad ties within the term of the contract. Ties that are not properly disposed of may provoke litigation by the Michigan Department of Environmental Quality under the solid waste management laws.

Cost Reduction: Low bid is taken for all work which is subcontracted.

New Project Identification: This is not a new project.

Zip Code: 48706-8705.

113. MULTI-MODAL -Transportation & Community & System Preservation Program

Project Authorization (Z3) under Master Agreement (2003-0588) between MDOT and the Detroit Area Regional Transportation Authority will provide federal funds for organizational development, authority administration, and transportation planning. The project authorization will provide 100 percent federal funds for work to be performed under a FY 2003 Transportation and Community and System Preservation grant; no state funds will be used. The authorization will be in effect from the date of award through September 4, 2006. The total authorization amount will be \$500,000. The authorization may be retroactive due to the term 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 term of the Master Agreement is from August 15, 2003, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: FY 2003 Federal Highway Administration Funds- \$500,000.

Purpose/Business Case: To provide Federal Transportation and Community and System Preservation funds to the Detroit Area Regional Transportation Authority.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Highway Administration Funds - \$500,000.

* Denotes a non-standard contract/amendment

Commitment Level: Contract 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 FHWA and is not negotiated.

New Project Identification: The project will provide for organizational development, authority administration, and transportation planning.

Zip Code: 49946.

114. *MULTI-MODAL - Increase in Amount

Amendatory Interagency Agreement (2004-0039/A1) between MDOT and the Family Independence Agency (FIA) will increase the FY 2004 funds transferred from FIA to MDOT. Ottawa and Van Buren counties requested increased funding because of increased demand for the transportation to work service. The contracts between MDOT and these transit agencies have been adjusted and presented to the Director. This amendment makes the same adjustments to the agreement between FIA and MDOT. The original agreement provided for the transfer of FIA funds to MDOT to fund transportation services for Project Zero sites. The contract term remains unchanged, October 1, 2003, through September 30, 2004. The revised total agreement amount will be \$1,128,132. Source of Funds: 100% Family Independence Agency Funds.

Purpose/Business Case: To provide additional Family Independence Agency FY 2004 funding of \$51,000 for transportation to work services for two counties.

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

Funding Source: Source of Funds: Family Independence Agency - \$1,128,132.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this contract amendment is that needed service to jobs will not be provided.

Cost Reduction: NA - This is an interagency agreement to pass through funding to local agencies.

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

Zip Code: 48909.

115. *MULTI-MODAL - Job Access and Reverse Commute Program

Retroactive Interagency Agreement (2004-0223) between MDOT and the Family Independence Agency (FIA) will transfer \$225,917 of FY 2004 funds from FIA to MDOT to provide a portion of the local match for FY 2004 Federal Job Access and Reverse Commute Program grant. This will fund transportation services for Transportation to Work sites. FIA's share for the transportation services is up to 25 percent of agreed to operating costs. The agreement term is October 1, 2003, through September 30, 2004. This contract is retroactive, as it was just recently received from FIA. Source of Funds: Family Independence Agency - \$225,917.

Purpose/Business Case: To provide operating assistance to three eligible agencies participating in the Federal Section 3037 Job Access and Reverse Commute program.

Benefit: Provides funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care and expands the service areas and hours of three existing public transit agencies.

Funding Source: Family Independence Agency Funds - \$225,917.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving this contract are that federal funds will be lost and the needed service to jobs will not be provided.

Cost Reduction: Revenue grant from FIA; amount is not negotiated.

New Project Identification: Provides for additional services for reverse commute.

Zip Code: 48503.

116. *MULTI-MODAL – Economic Development

Contract (2004-0225) between MDOT and LaFarge North America, Inc., will provide financial assistance in the form of a loan for the rehabilitation of 3,395 feet of track, the construction of 1,100 feet of new track, and the installation of a switch for the improvement of rail freight transportation and the promotion of economic development in the city of Alpena, Alpena County. This project will provide the LaFarge Alpena Cement Plant with a modern cement product handling system and the update of the rail loading area for the improved handling of additional rail traffic. The project will provide for the retention of 260 jobs within the city of Alpena. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated total amount of the project will be \$293,465. MDOT will loan LaFarge North America, Inc., \$146,732.50 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if LaFarge North America, Inc., meets its commitment to ship and/or receive 700 rail carloads of freight annually. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$146,732.50; LaFarge North America, Inc., Funds - \$146,732.50.

Purpose/Business Case: The contract will provide financial assistance for the rehabilitation of 3,395 ft. of track and the construction of 1,100 ft. of new track and a switch assembly at the Lafarge Alpena Cement Plant.

Benefit: This project will provide the Alpena Cement Plant with a modern product handling facility and will update the rail loading and shipping area to facilitate increased rail traffic. The benefit accruing to the public and to the tourism industry is that shipping the majority of outbound freight by rail will significantly reduce the number of trucks traveling US-23 during the peak Northern Michigan tourist season.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$146,732.50; Lafarge North America Inc. Funds - \$146,732.50.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work will be competitively bid by Lafarge North America, Inc.

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

Cost Reduction: Lafarge North America, Inc., will award the project to the lowest bidder.

New Project Identification: New construction project.

Zip Code: 49707.

117. *MULTI-MODAL – Economic Development

Contract (2004-0227) between MDOT and J. Rettenmaier USA LP will provide financial assistance in the form of a loan for the construction of a 1,244 foot rail spur for the improvement of rail freight transportation and the promotion of economic development in the city of Schoolcraft, Kalamazoo County. This project will provide J. Rettenmaier USA LP with transloading capabilities at its facility, which will allow J. Rettenmaier USA LP to gain a larger market share and to increase its production volume. The project will provide for the retention of forty-three jobs and the addition of twelve to twenty jobs within the city of Schoolcraft. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated total amount of the project will be \$170,376. MDOT will loan J. Rettenmaier USA LP \$85,188 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if J. Rettenmaier USA LP meets its commitment to ship and/or receive 200 rail carloads of freight annually. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$85,188; J. Rettenmaier USA LP Funds - \$85,188.

Purpose/Business Case: The contract will provide financial assistance for the construction of a 1,244 ft railroad spur at the J. Rettenmaier facility.

Benefit: This project will provide J. Rettenmaier USA LP with transloading capabilities at its facility, which will result in lower raw material prices, allow the facility to gain a larger market share, and increase its production volume. The benefit to the direct public will be the reduction in the truck traffic along the state's roadways and create 12 to 20 new positions within the city of Schoolcraft.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds; - \$85,188; J. Rettenmaier USA LP Funds - \$85,188.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work will be competitively bid by J. Rettenmaier USA LP.

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

Cost Reduction: J. Rettenmaier USA LP will award the project to the lowest bidder.

New Project Identification: New construction project.

Zip Code: 49087.

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

Contract (2004-0228) between MDOT and J. Rettenmaier USA LP will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of a railroad spur to establish rail access to the company's facility in Kalamazoo County and for other improvements to accommodate the rail service, such as the installation of a turnout and an "in motion" railroad scale. The project will help ensure job security for J. Rettenmaier's forty-three existing employees and will create an additional twelve to twenty jobs. The term of the contract, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The total amount of the contract will be \$596,485. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$536,836; J. Rettenmaier USA LP Funds - \$59,649.

Purpose/Business Case: This loan contract will provide the balance of funding needed for the construction of 1,244 feet of track to establish rail service for J. Rettenmaier. In addition, the project will include other improvements needed to accommodate rail service, e.g., an "in motion" railroad scale, pumping and piping for unloading process, building improvements for rail use, etc.

Benefit: Rail service will lower prices for raw materials; cost savings will allow the company to effectively compete against an aggressive out-of-state competitor by maintaining and expanding its market share. The rail project will ensure job security for J. Rettenmaier's 43 existing employees and create an additional 12-20 jobs. Shipping by rail will enhance safety by eliminating approximately 1,300 trucks from US-131 and by reducing the number of truck movements at the US-131 and YZ Avenue intersection.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds: \$536,836 (90%) and J. Rettenmaier USA LP Funds - \$59,649 (10%).

Commitment Level: The contract loan amount is based on estimates, but will not exceed \$536,836.

Risk Assessment: If the project is not undertaken, J. Rettenmaier will not be able to compete as effectively against an aggressive out-of-state competitor. The cost savings to be realized from shipping by rail are needed to stabilize existing jobs and create additional jobs.

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

New Project Identification: This is a new project.

Zip Code: 49087.

119. *MULTI-MODAL – Michigan Rail Loan Assistance Program

Contract (2004-0229) between MDOT and Capex Land Company, Inc., will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the expansion of the company's siding and railroad business in Mason. This will allow the company to qualify for unit train rates, will provide for lower coal prices for electricity production, and will improve the company's ability to compete. Specifically, the project will provide for the addition of 180 feet to the company's existing siding, the installation of a switch turnout, and the construction of an additional 886 feet of track parallel to the existing siding. The expansion will provide for the creation of four new jobs and the importing of coal by rail to Mason and delivery of coal by truck to users, which will improve existing rail freight efficiency. The term of the contract, including the loan payback period on nine years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The total amount of the contract will be \$157,012. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$140,000; Capex Land Company, Inc., Funds - \$17,012.

Purpose/Business Case: This contract will provide MiRLAP loan funding to Capex Land Co., Inc., to add 180 feet to its existing rail siding, install a switch turnout, and construct an additional 886 feet of track parallel to the existing siding.

Benefit: The project will increase the capacity of their facility from 15 rail cars to 36 rail cars. As such, the company will qualify for unit train rates improving their ability to compete. Expanding the operation will also create 4 new jobs.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$140,000; Capex Land Company, Inc. Funds - \$17,012.

Commitment Level: The contract loan amount is based on estimates, but will not exceed \$140,000.

Risk Assessment: If the project is not undertaken, the company will not be able to qualify for unit train rates, which would negatively impact efficiency and their ability to compete.

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

New Project Identification: This is a new project.

Zip Code: 48823.

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

Contract (2004-0230) between MDOT and Dean Specialty Foods Group will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of a railroad spur and turnout to establish rail access to the company's facility in Allegan County and for other improvements needed to accommodate the rail service, such as the removal and replacement of a gas line. Using rail to transport raw materials will lower the company's costs and significantly improve its competitive position. Dean Foods anticipates investing \$2 million to expand its Wayland facility, which will create an additional eighteen jobs. The term of the contract, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The total amount of the contract will be \$574,769. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$517,292; Dean Specialty Foods Group Funds - \$57,477.

Purpose/Business Case: This contract will provide MiRLAP loan funding for the construction of a rail spur and turnout which will provide Dean Specialty Foods Group with rail access to its facility in Allegan County. The project will also include other improvements needed to accommodate rail service, e.g., remove and replace gas line, furnish and place watermain, furnish and place storm sewer, etc.

Benefit: Rail service will lower prices for raw materials, which will allow the company to improve its competitive position. The company plans on expanding its manufacturing facility which will require an investment of \$2 million and the hiring an additional 18 employees. Currently, raw materials are shipped by truck and truck traffic must travel through the city of Wayland to gain access to the plant. Shipping by rail will enhance highway safety and reduce the wear and tear on roadways that is attributed to truck traffic.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$517,292; Dean Specialty Foods Group Funds - \$57,477.

Commitment Level: The contract loan amount is based on estimates, but will not exceed \$517,292.

Risk Assessment: If Dean Specialty Foods Group does not get funding assistance to move forward with this project at this time, the company will have lost an opportunity to improve their ability to compete, expand their facility, hire additional employees and reduce truck traffic on the roadways.

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

New Project Identification: This is a new project.

Zip Code: 49348.

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

Contract (2004-0232) between MDOT, T&M Partners, LLC, and Depot Enterprise, LLC will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of an extension to an existing railroad spur located in Allegan County between US-131 and the Norfolk Southern Corporation's main line and for the construction of a transload facility for coal and aggregate. This construction will expand the existing transload facility so that it will be able to accommodate unit train service for coal and aggregate. The project will construct a portion of the 2,700 feet of track expanding the existing transload facility to accommodate the storage and distribution of these commodities. Shipping by rail at unit train pricing significantly lowers the transportation costs of both coal and aggregate. The commodities can then be more competitively priced. T&M Partners and Depot Enterprise will need to hire an additional three employees to handle deliveries and shipments. Additional jobs will likely be created in the region due to the continued growth of businesses using the transload facility. The term of the contract, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The total amount of the contract will be \$1,537,922. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$1,000,000; T&M Partners, LLC, Funds and Depot Enterprise, LLC, Funds - \$537,922.

Purpose/Business Case: This contract will provide MiRLAP loan funding for the construction of a portion of the 2,700 feet of track to extend an existing railroad spur and for the construction of a transload facility to accommodate unit train service for coal and aggregate.

Benefit: By qualifying for unit train pricing, T&M Partners and Depot Enterprise will be able to obtain lower freight rates, significantly lowering transportation costs for coal and aggregate. The commodities can be more competitively priced, and cost savings can be passed on to users. As such, it will reduce the cost of materials used in highway construction, which translates to a reduced cost to the public. An unspecified number of additional jobs will be created in the region due to the continued growth of businesses using the transload facility. The project will also reduce the number of trucks on the roadways, thereby enhancing safety and reducing the wear and tear on the roads that can be attributed to truck traffic.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$1,000,000; T&M Partners, LLC Funds and Depot Enterprise, LLC Funds - \$537,922.

Commitment Level: The contract loan amount is based on estimates, but will not exceed \$1,000,000.

Risk Assessment: If the project is not undertaken, it would result in the loss of an opportunity to expand this transload site, reduce truck traffic, decrease commodity prices, and expand economic opportunities at this well-situated transload site.

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

New Project Identification: This is a new project.

Zip Code: 49315.

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

Contract (2004-0233) between MDOT and the Indiana Northeastern Railroad Company (IN) will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the railroad to purchase the west twenty miles of the Coldwater to Sturgis rail line before it is abandoned. The current owner, the Branch and St. Joseph Counties Rail Users Association (RUA), plans to liquidate its interest in this twenty-mile section of the line. RUA will re-invest the proceeds from the sale in its remaining ten-mile section of track (Coldwater - Quincy). This project will give the railroad a second connection to the national rail system. The term of the contract, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The total amount of the contract will be \$402,800. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$360,000; Indiana Northeastern Railroad Company Funds - \$42,800.

Purpose: This contract will provide MiRLAP loan funding so that IN can purchase the west 20 miles of a rail-line extending from Coldwater to Sturgis before the line is abandoned.

Benefit: IN holds operating authority over this 20-mile section of line and currently holds the option to purchase the line from the Branch and St. Joseph Counties Rail Users Association. By so doing, the railroad will secure an important link to gaining an eventual second connection to the national railway system. This potential second interchange to the west is strategically significant because the railroad plans to enhance rail service to existing customers and expand rail service by attracting new customers; it will also secure the railroad's ability to connect to the national rail system. Preserving this line will keep rail service available to the communities along the line, i.e., Burr Oak, Bronson and Batavia. Another benefit is that the RUA plans on re-investing most of the proceeds from the sale of the property to upgrade the 10-mile segment of track that it is keeping; specifically, this is the 10-miles extending from the west side of Coldwater to the east side of Quincy.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$360,000; Indiana Northeastern Railroad Company Funds - \$42,800.

Commitment Level: The contract loan amount is based on estimates, but will not exceed \$360,000.

Risk Assessment: If the railroad does not purchase this property from the RUA, it is likely that this 20-mile section of track will be salvaged, which would mean that some communities would no longer have access to rail service and maintaining existing rail service would be more costly for the railroad. The railroad's ability to attract new customers also would be hampered.

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

New Project Identification: This is a new project.

Zip Code: 46786.

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

Contract (2004-0236) between MDOT and the Lake State Railway Company will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of a portion of 14,000 feet of new rail to provide rail service to A&L Iron & Metal Co., Inc., and support the company's expansion. The project will also include construction of a portion of a 750-foot runaround, with all necessary road crossings and switches. The project will also include some additional costs needed to establish rail service, including preliminary engineering, easement costs, etc. A&L Iron & Metal Co., Inc., will be investing \$4.5 million in a new metal shredding facility; however, if rail service cannot be provided to A&L's facility, the company will move. Therefore, the project will provide for the retention of forty-five existing jobs in Otsego County and the creation of an additional twenty-five jobs. The term of the contract, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The total amount of the contract will be \$956,506. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$860,855; Lake State Railway Company Funds - \$95,651.

Purpose/Business Case: This contract will provide MiRLAP loan funding to construct a portion of 14,000 feet of new rail in order to establish rail service to A&L Iron & Metal Co., Inc., and will include construction of a portion of a 750 foot runaround, road crossings, and switches. The project will include some additional costs needed to establish rail service, including preliminary engineering, easement costs, etc. The project will allow for future extension into the new Gaylord Industrial Park.

Benefit: A&L is investing approximately \$4.5 million in a new metal shredding facility and this expansion requires rail service. The project will provide for the retainage of 45 existing jobs and the creation of an additional 25 jobs in Otsego County.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$860,855; Lake State Railway Company Funds - \$95,651.

Commitment Level: The contract loan amount is based on estimates, but will not exceed \$860,855.

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

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

New Project Identification: This is a new project.

Zip Code: 49735.

124. *MULTI-MODAL – Economic Development

Contract (2004-0237) between MDOT and Lake State Railway Company will provide financial assistance in the form of a loan for the construction of a 14,000-foot railroad spur, a 750-foot runaround track, and all necessary road crossings and switches for the improvement of rail freight transportation and the promotion of economic development in the city of Gaylord, Otsego County. This project will provide the A&L Iron & Metal Company, Inc., with rail access to the Gaylord Industrial Park. The project will provide for the retention of forty-five jobs and the addition of twenty-five jobs within the city of Gaylord. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated total amount of the project will be \$1,619,509.90. MDOT will loan Lake State Railway Company \$809,754.95 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Lake State Railway Company meets its commitment to ship and/or receive 240 rail carloads of freight annually. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$809,754.95; Lake State Railway Company Funds - \$809,754.95.

Purpose/Business Case: To provide financial assistance for the construction of a 14,000-foot rail spur, a 750-foot runaround track, and all necessary road crossings and switches at the Gaylord Industrial Park. This project will provide rail service to the A&L Iron & Metal Co. facility currently shipping by truck. A&L Iron & Metal is investing in the purchase and installation of a metal shredding machine, and with the increased volumes this new shredding facility will produce, A&L will require a consistent, secure, cost-effective transportation resource, for which rail is the only option.

Benefit: This project will provide the A&L Iron & Metal Co., Inc., with rail access at its facility adjacent to the Gaylord Industrial Park. This project will allow the A&L Iron & Metal Co. to complete its expansion to purchase and install a new metal shredding machine, will create new jobs, and will provide rail access at their facility adjacent to the Gaylord Industrial park. The benefit to the direct public is new job creation, job retention and an increase to the local tax base.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$809,754.95; Lake State Railway Company Funds - \$809,754.95.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work will be competitively bid by Lake State Railway Company.

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

Cost Reduction: Lake State Railway Company will award the project to the lowest bidder.

New Project Identification: New construction project.

Zip Code: 48730.

125. *MULTI-MODAL – Economic Development

Contract (2004-0238) between MDOT and Dean Specialty Foods Group will provide financial assistance in the form of a loan for the construction of a 1,235-foot railroad spur for the improvement of rail freight transportation and the promotion of economic development in the city of Wayland, Allegan County. This project will allow for the expansion of the Dean Specialty Foods Group facility and will provide for rail access to the facility. This project will provide for the creation of up to eighteen new jobs within the city of Wayland. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated total amount of the project will be \$159,640. MDOT will loan Dean Specialty Foods Group \$79,820 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Dean Specialty Foods Group meets its commitment to ship and/or receive 275 rail carloads of freight annually. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds – \$79,820; Dean Specialty Foods Group Funds - \$79,820.

Purpose/Business Case: The contract will provide financial assistance for the construction of a 1,235 ft. railroad spur at the Dean Specialty Foods Group facility.

Benefit: This project will provide the Dean Specialty Foods Group with rail access to its facility and allow for facility expansion. The benefit to the direct public will be a reduction in the truck traffic along the state's roadways and create up to 18 new positions within the City of Wayland.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$79,820; Dean Specialty Foods Group Funds - \$79,820.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work will be competitively bid by Dean Specialty Foods Group.

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

Cost Reduction: Dean Specialty Foods Group will award the project to the lowest bidder.

New Project Identification: New construction project.

Zip Code: 49348.

126. *MULTI-MODAL – Economic Development

Contract (2004-0240) between MDOT, T&M Partners, LLC, and Depot Enterprise, LLC, will provide financial assistance in the form of a loan for the construction of a 2700-foot railroad spur for the improvement of rail freight transportation and the promotion of economic development in the city of Wayland, Allegan County. This project will provide for the extension of an existing rail spur. The project will provide for the creation of up to three new jobs within the city of Wayland. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated total amount of the project will be \$322,675. MDOT will provide a loan of \$161,337.50 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if T&M Partners, LLC, and Depot Enterprise, LLC, meets their commitment to ship and/or receive 200 rail carloads of freight annually. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds – \$161,337.50; T&M Partners, LLC, and Depot Enterprise, LLC, Funds - \$161,337.50.

Purpose/Business Case: The contract will provide financial assistance for the construction of a 2700 foot railroad spur for added track length to facilitate unit train service.

Benefit: This project will provide T&M Partners and Depot Enterprise with an extension to an existing railroad spur, lower freight costs, and allow for expansion to the area. The benefit to the direct public will reduce the truck traffic and improve safety along the state's roadways and create 3 new positions within the City of Wayland.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$161,337.50; T&M Partners, LLC Funds and Depot Enterprise, LLC, Funds - \$161,337.50.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work will be competitively bid by T&M Partners and Depot Enterprise.

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

Cost Reduction: T&M Partners and Depot Enterprise will award the project to the lowest bidder.

New Project Identification: New construction project.

Zip Code: 49315.

127. *MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term

Amendatory Contract (2002-0508/A2) between MDOT and the Bishop International Airport Authority (BIAA) will provide for an increase in sub-base needed for the repair of a section of pavement during the construction of the taxiway rehabilitation; will reduce the cost of the fingerprinting equipment, as the actual cost of the equipment was less than anticipated; will reduce the cost of the blast assessment study, as the actual cost was less than anticipated; will increase the contract amount by \$39,335; and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the rehabilitation of taxiway C, the purchase of fingerprinting equipment, and the preparation of a blast assessment study at the Bishop International Airport in Flint, Michigan. The revised contract term will be August 22, 2002, through August 21, 2022. The revised total contract amount will be \$3,039,335. Source of Funds:

	<u>Previous Total</u>	<u>Change</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$2,700,000	\$40,702	\$2,740,702
State Restricted Aeronautics Funds	\$ 150,000	(\$ 684)	\$ 149,316
BIAA Funds	\$ 150,000	(\$ 683)	\$ 149,317
Total	<u>\$3,000,000</u>	<u>\$39,335</u>	<u>\$3,039,335</u>

Purpose/Business Case: The amendment will update the project costs to their final amounts.

Benefit: This will allow the Federal Aviation Administration (FAA) to close the grant for the project, a formal procedure pending at this point.

Funding Source: FAA Funds - \$2,740,702; State Restricted Aeronautics Funds - \$149,316; BIAA Funds - \$149,317; Contract Total - \$3,039,335.

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

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without Federal and State participation. A delay in the project could prompt a citation for noncompliance by the Federal compliance inspector, which could affect the receipt of future grants from the FAA for the airport.

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

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

Zip Code: 48507.

128. *MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term

Amendatory Contract (2003-0577/A2) between MDOT and the City of Allegan will increase the contract amount by \$7,000 in order to cover the cost of drainage problems found during construction and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the rehabilitation of a t-hangar apron and connecting taxiway and for the construction of a new t-hangar at the Padgham Field in Allegan, Michigan. The revised contract term will be August 27, 2003, through August 26, 2023. The revised total contract amount will be \$192,167. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$166,650	\$6,300	\$172,950
State Restricted Aeronautics Funds	\$ 9,258	\$ 350	\$ 9,608
City of Allegan Funds	<u>\$ 9,259</u>	<u>\$ 350</u>	<u>\$ 9,609</u>
Total	<u>\$185,167</u>	<u>\$7,000</u>	<u>\$192,167</u>

Purpose/Business Case: The project includes the rehabilitation of an existing taxiway as well as a new taxiway. The additional funds are needed to cover the cost of drainage problems that arose during construction.

Benefit: Addressing all the drainage problems will extend the life of the pavement being placed.

Funding Source: FAA Funds - \$172,950; State Restricted Aeronautics Funds - \$9,608; City of Allegan Funds - \$9,609; Contract Total - \$192,167.

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

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

Cost Reduction: Initially, the cost of the project was determined by competitive bid and awarded to the lowest bidder.

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

Zip Code: 49010.

129. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount

Amendatory Contract (2004-0059/A1) between MDOT and the City of Sturgis will add the design of the widening of runway 18/36 and the medium intensity runway lights (MIRL) to the project and will increase the contract amount by \$46,200. The original contract provides for the final design of the rehabilitation of runway 18/36 and taxiway turnarounds at the Kirsch Municipal Airport in Sturgis, Michigan. The contract term remains unchanged, December 23, 2003, through December 22, 2023. The revised total contract amount will be \$96,200. Source of funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$45,000	\$ 0	\$45,000
State Restricted Aeronautics Funds	\$ 2,500	\$41,580	\$44,080
City of Sturgis Funds	<u>\$ 2,500</u>	<u>\$ 4,620</u>	<u>\$ 7,120</u>
Total	<u>\$50,000</u>	<u>\$46,200</u>	<u>\$96,200</u>

Purpose/Business Case: This project will include the widening of runway 18/36 to meet C-II standards. Additional funds were determined necessary to cover the cost of additional design work for the widening and impacted runway lights.

Benefit: The original contract was in the initial stages of design. Once all aspects of the project were scoped the need for widening to meet design guidelines became warranted. This increase in project cost will accommodate the design for the runway widening and impacted runway lighting to be incorporated into a final contract bidding package.

Funding Source: Federal Aviation Administration Funds - \$45,000; State Restricted Aeronautics Funds - \$44,080; City of Sturgis Funds - \$7,120; Contract Total - \$96,200.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without Federal and State participation.

Cost Reduction: Consultant contracts are reviewed by MDOT personnel for appropriateness of costs and any further reductions.

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

Zip Code: 49091.

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

Contract (2004-0244) between MDOT and the Gogebic County Board of Commissioners will provide State grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Gogebic Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through eighteen months. The total contract amount will be \$4,000. Source of Funds: 100% State Restricted Aeronautics Funds.

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

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

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

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

* Denotes a non-standard contract/amendment

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This program has been conducted for more than five years.

Zip Code: 49938.

131. MULTI-MODAL (Aeronautics) - Design of Runway Rehabilitation

Contract (2004-0245) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for the design for the rehabilitation of runway 3/21 at the Huron County Memorial Airport in Bad Axe, 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. Source of Funds: FAA Funds (via Block Grant) - \$24,750; State Restricted Aeronautics Funds - \$1,375; Huron County Funds - \$1,375; Contract Total - \$27,500.

Purpose/Business Case: The project includes the design for the rehabilitation of the runway. The project will provide the technical drawings and specifications to the bidders.

Benefit: The benefit is to provide a design that will meet all Federal and State safety and airport design standards. The rehabilitation will extend the useful life of the runway.

Funding Source: FAA Funds (via Block Grant) - \$24,750; State Restricted Aeronautics Funds - \$1,375; Huron County Funds - \$1,375; Contract Total - \$27,500.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: The contract is for rehabilitation of an existing facility.

Zip Code: 48413.

132. MULTI-MODAL (Aeronautics) - Site Work

Contract (2004-0247) between MDOT and the City of Sault Ste. Marie will provide state grant funds for the design and construction of the site work for a corporate hangar area parking lot and apron, and t-hangar drive and apron at the Sault Ste. Marie Muni-Sanderson Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$360,000; City of Sault Ste. Marie Funds - \$40,000; Contract Total - \$400,000.

Purpose/Business Case: The project includes the site work for a corporate hangar area parking lot and apron, and t-hangar drive and apron. The site work will complete the construction at the two hangar areas and allow for aircraft traffic to access the terminal apron for the hangar areas.

Benefit: Aircraft based at the airport will be able to utilize the hangar area parking lot, drive, and aprons. This reduces the amount of locally-based aircraft having to use the existing terminal apron to park their aircraft and increases the available space on the terminal apron for itinerant traffic.

Funding Source: State Restricted Aeronautics Funds - \$360,000; City of Sault Ste. Marie Funds - \$40,000; Contract Total - \$400,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without State participation.

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

New Project Identification: The site work is new construction.

Zip Code: 49783.

133. MULTI-MODAL (Aeronautics) - Preliminary Engineering

Contract (2004-0248) between MDOT and the Township of Bois Blanc will provide state grant funds for the preliminary engineering for the extension of a runway at the Bois Blanc Island Airport in Pointe Aux Pins, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$45,000; Township of Bois Blanc Funds - \$5,000; Contract Total - \$50,000.

Purpose/Business Case: The contract is for the preliminary engineering for a runway extension project, which includes surveying and geotechnical work for a paved runway, taxiway connector, and apron.

Benefit: The extension and paving of the existing turf runway will provide year-round access between the mainland and Bois Blanc Island, will enhance the safety of the airport for all users, and will allow for larger aircraft, including emergency aircraft, to utilize the airport.

Funding Source: State Restricted Aeronautics Funds - \$45,000; Township of Bois Blanc Funds - \$5,000; Contract Total - \$50,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without State participation.

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

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

Zip Code: 49775.

134. *TRANSPORTATION PLANNING - Increase Services and Amount, Extend Term

Amendatory Contract (2001-0640/A4) between MDOT and the City of Ann Arbor will increase the scope of services to correct numerous errors in the traffic model, will increase the contract amount by \$31,868, and will extend the contract term by four months in order to complete the project with the correct data. The Washtenaw Area Transportation Study (WATS) provided incorrect data in the mode choice model supplied for the Washtenaw Area transportation traffic model. The incorrect data was provided by the consultant hired by WATS. It is extremely important that these errors are corrected or the plan cannot be completed. The original contract provides for a study of possible alternatives to the current M-14/Barton Drive interchange in the city of Ann Arbor. The revised contract term will be July 10, 2001, through January 1, 2005. The revised total contract amount will be \$635,935; however the federal share will be 80 percent or \$508,749. Source of Funds: Federal High Priority Project Fund - \$508,749; City of Ann Arbor Funds - \$127,187.

Purpose/Business Case: The study received High Priority Project (HPP) funds through TEA-21. The funds are being used to examine all possible alternatives to the current M-14/Barton Drive interchange in the city of Ann Arbor, including relocating, closing and enhancing the existing interchange. As a part of the study, the consultant for the City of Ann Arbor is examining the current and future transportation needs in the northeast area, including vehicular, transit and non-motorized transportation.

Benefit: Due to unforeseen errors that exist in the Washtenaw Area Transportation traffic model, the consultant for the City of Ann Arbor will need to correct the errors prior to running the model to complete the Northeast Area Transportation Plan. Without these errors being corrected, the plan will not be able to be completed.

Funding Source: The funds are HPP earmarked through TEA-21 Item #1135. 80% Federal High Priority Project Funds (\$508,749) and 20% City of Ann Arbor Funds (\$127,187).

Commitment Level: The contract is based on actual costs plus fixed fee.

Risk Assessment: Without completing this activity, the Northeast Area Transportation Plan will not have correct data and, therefore, the project will be incomplete.

Cost Reduction: A lower rate has not been negotiated.

New Project Identification: This is not a new project.

Zip Code: 48103.

135. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization (Z29) issued under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the continuation of a pilot project sponsored by the Traffic Improvement Association in southeast Michigan for the conduct of workshops for elderly drivers and for the analysis of data generated by the workshops in order to meet statewide goals for safety and basic mobility. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$43,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To fund the continuation of a pilot project sponsored by the Traffic Improvement Association in southeast Michigan for the conduct of workshops for elderly drivers and the analysis of the data generated by the workshops in order to meet statewide goals for safety and basic mobility.

Benefit: To adhere to federal planning activities and to meet statewide goals for safety and basic mobility.

Funding Source: Safety Incentive Funds. Federal Highway Administration Funds - \$43,000.

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

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

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

New Project Identification: This is not a new project. The project agreement is required between the state and the local agency to pass through federal dollars for planning purposes.

Zip Code: 48226.

EXTRAS

137. **Extra 2004 – 10**

Control Section/Job Number: 54022-53380A MDOT Project

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

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

Contractor: Fisher Contracting Company
P.O. Box 1787
Midland MI 48641-1787

Designed By: Consultant Agency
Engineer's Estimate: \$1,244,052.53

Description of Project:

Reconstruction of new hot mix asphalt pavement, concrete curb and gutter, drainage, signal relocation and related restoration items at the intersection of M-20 and M-66, Wheatland Township, Mecosta County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	November 26, 2002	
Original Contract Amount:	\$1,207,713.10	
Total of Overruns/Changes (Approved to Date):	(15,647.70)	- 1.30%
Total of Extras/Adjustments (Approved to Date):	58,955.00	+ 4.88%
THIS REQUEST	<u>92,375.61</u>	<u>7.65%</u>
Revised Total	<u>\$1,343,396.01</u>	+ 11.23%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.58% over the original budget for an **Authorized to Date Amount** of \$1,251,020.40

Approval of this extra will place the authorized status of the contract 11.23% or \$135,682.91 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r 1, 5 r 1, 6

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

CM 3 r.1

Maintenance Gravel	364.420 Ton @ \$25.90/Ton	\$9,438.48
Damaged and Replaced Lights	22.000 Ea @ \$15.00/Ea	330.00
Hand Patching	19.350 Ton @ \$100.00/Ton	1,935.00
Sewer Bulkhead, 12 inch	2.000 Ea @ \$250.00/Ea	500.00
Railroad Track Removal	1.000 LS @ \$2,838.18/LS	2,838.18
Investigation for Existing Force Main Location	1.000 Ea @ \$1,718.71/Ea	1,718.71
Backfill, Swamp	154.340 Cyd @ \$7.90/Cyd	1,219.29
Evacuation, Peat	150.970 Cyd @ \$5.50/Cyd	830.34
HMA, 5E3	1,150.000 Ton @ \$48.59/Ton	<u>55,878.50</u>
Total		<u>\$74,688.50</u>

CM 5 r.1

Damaged and Replaced Lights	8.000 ea @ \$15.00/ea	\$120.00
Hand Patching	16.960 Ton @ \$100.00/Ton	1,696.00
HMA, 5E3	112.920 Ton @ \$48.59/Ton	<u>5,486.78</u>
Total		<u>\$7,302.78</u>

CM 6

Adjustment to Traffic Control for EOT	10,384.330 Dlr @ \$1.00/Dlr	<u>\$10,384.33</u>
Total		<u>\$10,384.33</u>

Grand Total \$92,375.61

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

CM 3 r.1

The bid item "Maintenance Gravel" was created to replace the same bid item in cyds. There is a corresponding reduction in another contract modification.

Twenty-two of the contractor's barricade lights were damaged during construction. Standard Specifications for Construction 812.04 A5 requires MDOT to reimburse the contractor for damaged lights at a fixed rate of \$15 per light.

During construction, it was discovered that there was a small area of peat material under the roadway. If this type of material is not replaced it can lead to extensive settling. This movement can cause major cracking and faulting in the pavement. The extra items Excavation, Peat and Backfill Swamp were created to remove the peat and replace it with materials that will support the roadway.

The item Hand Patching was used to ensure that traffic could be maintained during construction. The plans called for the work to be done under traffic, but no provisions were made for the materials needed to accomplish this. This item allowed the contractor to place small quantities of bituminous onto the prepared subbase to allow traffic to continue through the intersection during reconstruction.

Before construction, the runoff from this roadway entered a local sewer system. With the changes made during construction, this sewer attachment was no longer needed and the end needed to be capped. No provision was made in the contract for this termination.

Existing railroad tracks were discovered under the roadway after construction began. These tracks needed to be removed to ensure the projected life span of the reconstructed roadway system. The tracks were removed in several stages to mirror pavement reconstruction.

The bid item HMA, 5E3 was added to the project to reflect an increase in bid price due to a change in aggregate required by Bureau of Highways Informational Memorandum 2003-9. This item was negotiated at \$48.59/Ton, rather than the original \$43.16/Ton. The new amount of \$61,365.28 (total in CM 3 & 5) is offset by a deduction of \$53,049.50 in contract modification three.

The prices of all items in this contract modification were negotiated with the contractor and compare favorably with the average unit prices for this area.

CM 5 r.1

Eight of the contractor's barricade lights were damaged during construction. Standard Specifications for Construction 812.04 A5 requires MDOT to reimburse the contractor for damaged lights at a fixed rate of \$15 per light.

The entire M-66 – M-20 intersection had to be lowered. This was done in stages. To ensure the least disruption to traffic the sewer was trenched in after the initial paving was done. The item "Hand Patching" was used to cover the trench when the work was completed. The price of this item was negotiated with the contractor and compares favorably with the average unit prices for this area.

HMA 5E3; see reason under the CM 3 write-up.

CM 6

Traffic control items are normally bid LS over the proposed life of the contract. When time extensions are given, the time that traffic control devices have to be on the job is longer than anticipated when the item was bid. To compensate the contractor for this extra expense, the item "Adjustment to Traffic Control for EOT" was created. The cost was determined by taking the bid cost and dividing it by the proposed number of days to get a per day cost of traffic control items. This number is then multiplied by the number of additional days to get the increased cost.

Section 103.4 – EXTRA WORK – of the 2003 Interim 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 April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

Purpose/Business Case: These items were essential to either the construction stage of this project, or the proposed extended life of this project being realized.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: State Restricted Trunkline, 98.83%; Wheatland Township, 1.17%

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

Risk Assessment: Several of the items, if not completed, would have led to a reduced pavement life span.

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

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

Zip Code: 49340

138. **Extra 2004 - 18**

Control Section/Job Number: 28012-58790A MDOT Project

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

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

Contractor: Elmer's Crane & Dozer, Inc.
3600 Rennie School Road
Traverse City MI 49696

Designed By: MDOT
Engineer's Estimate: \$442,716.43

Description of Project:

0.50 mi of cold milling, resurfacing, adding right turn lanes and signal installation at the intersection of US-31 and M-37 (South Airport Road) in the township of Garfield, Grand Traverse County.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	April 9, 2003	
Original Contract Amount:	\$540,224.99	
Total of Overruns/Changes (Approved to Date):	60,418.92	+ 11.18%
Total of Extras/Adjustments (Approved to Date):	117,744.38	+ 21.80%
THIS REQUEST	<u>32,096.06</u>	<u>+ 5.94%</u>
Revised Total	<u>\$750,484.35</u>	+ 38.92%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 32.98% over the original budget for an **Authorized to Date Amount** of \$718,388.29.

Approval of this extra will place the authorized status of the contract 38.92% or \$210,259.36 over the **Original Budget**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Numbers	Amount	SAB Date
2003-55	2, 3, 4, 5	\$122,039.88	10/05/03

Contract Modification Number(s): 6 r.3, 11 r.1, 12 r.2, 13

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

CM 6 r.3

Dr Structure, Tap 6"	1.000 Ea @ \$200.00/Ea	\$200.00
Sewer Bulkhead, 12"	2.000 Ea @ \$225.00/Ea	450.00
Sewer, CI A, 12", Tr Det B	12.000 Ft @ \$45.20/Ft	542.40
Sewer, CI A, 15", Tr Det B	44.000 Ft @ \$48.50/Ft	<u>2,134.00</u>
Total		<u>\$3,326.40</u>

CM 11 r.1

Drainage System, 24" Special	400.000 Ft @ \$53.46/Ft	\$21,384.00
Sewer Tap, 8"	1.000 Ea @ \$843.66/Ea	843.66
Total		<u>\$22,227.66</u>

CM 12 r.2

Span Wire	1.000 Ea @ \$901.00/Ea	\$901.00
Total		<u>\$901.00</u>

CM 13

Differing Site Condition - ADJUSTMENT	1,450.000 Dlr @ \$1.00/Dlr	\$1,450.00
Supplemental Signal Bagging	320.000 Dlr @ \$1.00/Dlr	320.00
Sewer, CI A, 18", Tr Det B - EXTRA	98.000 Ft @ \$39.50/Ft	<u>3,871.00</u>
Total		<u>\$5,641.00</u>

Total

\$32,096.06

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

CM 6 r.3 - One extra: "Sewer, CI A, 15 inch Tr Det B" was established in an earlier contract modification previously approved by the Administrative Board and increased this contract modification beyond the allowable 15 percent.

CM 11 r.1 – A drainage system was added to both projects (58790A and 56547A) to handle the additional rainwater runoff gathered by the South Airport Road approach roadway. Part 91 of the regulations governing storm water runoff requires that runoff be reduced to pre-construction rates. The addition of this drainage system was not in the original scoping but includes all labor, equipment and materials necessary to excavate, install, backfill and finish grade this additional item. The unit cost of this item was agreed to by the contractor and is reasonable when each component is compared to average unit prices.

The 8" sewer tap was required to reconnect an existing drainage system to the storm sewer system. The bid item was inadvertently left off the original plans. The agreed to price was based on force account type information collected by the contractor and reviewed by the engineer from IDRs turned in by the inspector.

CM 12 – After work began, it was recommended by MDOT's Traffic and Safety Support Area, that the single span wire system supporting the traffic light be replaced with a dual span wire system. The price was negotiated with the contractor and is consistent with MDOT's average unit prices.

CM 13 - After work began, it was discovered that the utilities under the Speedway Gas Station driveway were located at a very shallow depth. The extra item "Differing Site Condition – ADJUSTMENT" was used to compensate the contractor for the extra work required to relocate these utilities. The cost of this item is reasonable when compared to time needed to perform the additional grading work, the delay in contractor operations that took place while the County crews adjusted the utility structures, and the expense of the contractor having to mobilize for a second time.

The item "Sewer, CI A, 18 inch, Tr Det B-EXTRA" was used to compensate the contractor for work done to complete the storm sewer system for the South Airport leg of this intersection. The design did not account for the proper vertical curve that was required to meet existing US-31 and the required depth of cover that was required over the structures. The price was negotiated with the contractor and the prices are consistent with MDOT's average unit prices.

Section 103.4 – EXTRA WORK – of the 2003 Interim 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 April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual extras listed above.

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: The first item in CM 11r.1 was required by law, the items in CM 12 r.2 were needed for safety reasons, the rest of the 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.

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

Zip Code: 49684

139. **Extra 2004 - 19**

Control Section/Job Number: 38103-60206 MDOT Project

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

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

Contractor: Kelcris Corporation
P.O. Box 362
Williamston MI 48895

Designed By: MDOT
Engineer's Estimate: \$389,086.55

Description of Project:

7.944 mi of full depth concrete pavement repairs on eastbound I-94 from Sargent Road to west of the Washtenaw County line and on westbound I-94 from Race Road to Sargent Road, in the townships of Leoni and Grass Lake, Jackson County.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	March 6, 2003	
Original Contract Amount:	\$343,833.80	
Total of Overruns/Changes (Approved to Date):	(20,196.01)	- 5.87%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>\$73,033.19</u>	<u>+21.24%</u>
Revised Total	<u>\$396,670.98</u>	+15.37 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.87% under the original budget for an **Authorized to Date Amount** of \$323,637.79.

Approval of this extra will place the authorized status of the contract 15.37% or \$52,837.18 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r. 2

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

Pavt Repr, Rem Extra	1,669.330 Syd @ \$43.75/Syd	<u>\$73,033.19</u>
Total		<u>\$73,033.19</u>

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

During scoping it was determined that a certain number of repairs to the concrete would have to be made through the existing overlay and to the bottom of the original pavement. Once work began, it was discovered that although the number of repairs had been seriously underestimated, the underlying pavement was in good shape and repairs only had to be made to the bottom of the overlay. Because of these changes, a new price was negotiated with the contractor and the extra "Pavt Repr, Rem Extra" was created to pay for the changed work. There is an offsetting item in CM 1 "Pavt Repr, Rem" in the amount of -\$75,790.00. The negotiated price was reviewed and is considered fair in comparison with historical bid prices and the extra care that was required by the contractor to avoid damaging the underlying pavement layers during the removal operation.

Section 103.4 – 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 April 29, 2004 meeting, and is now recommended for approval by the State Administrative Board on May 4, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual extras listed above.
Funding Source: FHWA, 90 %; State Restricted Trunkline, 10 %
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: With the additional patching done, the pavement will reach the predicted design life and traffic disruption will be kept to a minimum.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 49201

140. **Extra 2004 - 20**

Control Section/Job Number: 73171-57037A 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: Saginaw Asphalt Paving Company
2981 Carrollton Road
Saginaw MI 48604

Designed By: MDOT
Engineer's Estimate: \$6,033,855.44

Description of Project:

31.2 km of bituminous cold milling, resurfacing, detail 7 & 8 joint repair, and longitudinal joint repair on I-75 from M-57 to I-675 in the townships of Vienna, Birch Run, Taymouth, Bridgeport and Buena Vista, Genesee and Saginaw Counties.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	December 26, 2002	
Original Contract Amount:	\$4,615,707.58	
Total of Overruns/Changes (Approved to Date):	(684,870.05)	- 14.84%
Total of Extras/Adjustments (Approved to Date):	(12,000.00)	- 0.26%
THIS REQUEST	<u>534,516.29</u>	<u>+ 11.58%</u>
Revised Total	<u>\$4,453,353.82</u>	- 3.52%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.10% under the original budget for an **Authorized to Date Amount** of \$3,918,837.53.

Approval of this extra will place the authorized status of the contract 3.52% or \$162,353.76 under the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1, 2 r.4, 3 r.1

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

CM 1

Bit Mixture, 5 E 30	65,200.000 t @ \$4.90/t	<u>\$319,480.00</u>
Total		<u>\$319,480.00</u>

CM 2 r.4

Hand Patching	1,369.295 t @ \$41.40/t	\$56,688.81
Pavt Joint and Crack Repr, Det 7	6,435.350 m @ \$ 24.20/m	<u>155,735.47</u>
Total		<u>\$212,424.28</u>

CM 3 r.1

Invoice for Cone Rental	1,777.650 dlr @ \$1.00/dlr	\$1,777.65
Type B signs for ramp closing invoice cost	834.360 dlr @ \$1.00/dlr	<u>834.36</u>
Total		<u>\$2,612.01</u>

Total

\$534,516.29

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

CM 1 – The new aggregate wear index required by MDOT initiated this change in bituminous mixture. Cost of this change was approved across the board on MDOT jobs at \$5.00 per ton.

CM 2 – It is very difficult to accurately estimate the quantities of Hand Patching or Pavt Joint and Crack Repair before the existing asphalt is milled and a detailed inspection of the joints can be made. On this project it was discovered that the joints beneath the existing pavement were in much better condition than originally anticipated. Both of these items are major items of work in this contract and the documented reduction is in excess of 25 percent of the original planned quantity. Section 103.2B of the Standard Specifications for Construction states that if quantities are lowered by more than 25 percent, this change, by definition, constitutes a significant change in a major item of work. The negotiated costs of these two items compare favorably to the costs of similar jobs using similar quantities.

CM 3 – This section of the roadway is three lanes in each direction. To maintain two lanes of traffic requires the contractor to work in a very tight area once barrels are added to direct traffic away from the work area. To facilitate the flow of traffic and still allow the contractor room to work, 48” “Grabber Cones” were allowed on the project. MDOT negotiated the additional cost with the contractor, and the cost appears reasonable when compared to the invoice cost of the item.

Although changeable message signs indicated that the ramp was closed ahead, to facilitate the movement of traffic, signs were added to the job to show that the ramp was closed. These signs used a lower grade sheeting than those already on the job, so an extra was needed. The cost of these signs was negotiated and appears reasonable when compared to the invoice cost of the item.

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

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

Purpose/Business Case: This extra makes payment provision for the change in bituminous mixture and for the reduction in the planned use of Hand Patching and Crack Repair.

Benefit: By increasing the aggregate wear index, MDOT will receive a better, longer lasting bituminous pavement.

Funding Source: State Restricted Trunkline, 100%

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

Risk Assessment: By increasing the aggregate wear index, MDOT will receive a better, longer lasting bituminous pavement. By providing more comprehensive signing, the public was better informed of approaching conditions.

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

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

Zip Code: 48722 and 48415

141. **Extra 2004 - 21**

Control Section/Job Number: 79007-53445A Local Agency Project

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

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

Contractor: C.R. Hunt Construction Co.
4452 West Street
Cass City MI 48726

Designed By: Consultant Agency
Engineer's Estimate: \$829,332.80

Description of Project:

Removal of a single span steel beam bridge, construction of a three span prestressed, post-tensioned concrete box beam bridge and related approach work on Elmwood Road bridge over the north branch of the Cass River in Tuscola County.

Administrative Board Approval Date:	December 17, 2002	
Contract Date:	January 31, 2003	
Original Contract Amount:	\$622,742.80	
Total of Overruns/Changes (Approved to Date):	(3,197.09)	-0.51%
Total of Extras/Adjustments (Approved to Date):	40,528.45	+ 6.51%
THIS REQUEST	<u>\$28,618.50</u>	<u>+4.60%</u>
Revised Total	<u>\$688,692.66</u>	+ 10.60%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.00% over the original budget for an **Authorized to Date Amount** of \$660,074.16.

Approval of this extra will place the authorized status of the contract 10.60% or \$65,949.86 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 6

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

CM 6		
Water Control	1.000 LS @ \$12,540.00/LS	\$12,540.00
Ditch Cleanout	7.250 Sta @ \$778.00/Sta	5,640.50
Obliterate Old Road	6.140 Sta @ \$1,700.00/Sta	<u>10,438.00</u>
Total		<u>\$28,618.50</u>

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

After construction began it was decided that the level of the river was too high and the north branch of the Cass River would have to be diverted to allow the caissons for the bridge to be drilled. To accomplish this, the contractor used barrier wall, geotextile fabric, and sand to run the river around the work site. The pay item “Water Control” was used to compensate the contractor for this work. The price for this item was based on estimated time and materials submitted by the contractor and confirmed by the engineer.

It was discovered during construction that Cemetery Road had water standing in both ditch lines. The water was deep enough that the subbase would be saturated during construction. To avoid this problem, ditching was authorized along Cemetery Road and a culvert was installed to allow water to drain under Cemetery Road and down to the Cass River. A price for the item “Ditch Cleanout” was negotiated with the contractor and was higher than MDOT’s Average Unit Price index; however, in this case it is fair because they included the culvert installation, slope restoration and traffic control. This item was paid for exclusively with Tuscola County Road Commission funds.

During the purchase of right-of-way for this project, it was negotiated that the old road would be removed and the property returned to the adjacent owner. The work needed to remove the pavement was inadvertently omitted from the plans during the design stage. The item “Obliterate Old Road” was used to pay the contractor for removing the old pavement. The price for this item was based on estimated time and materials submitted by the contractor and confirmed by the engineer. This item was paid for exclusively with Tuscola County Road Commission funds.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.
Funding Source: FHWA, 72.40%; State Restricted Trunkline, 13.57%; Tuscola County, 14.03%
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.
New Project Identification: This is an existing project already under contract.
Zip Code: 48726

142. **Extra 2004 -22**

Control Section/Job Number: 11075-58053A Local Agency Project

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

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

Contractor: Consumers Asphalt Company
P.O. Box 624
Benton Harbor MI 49022-0624

Designed By: Local Agency
Engineer's Estimate: \$383,499.00

Description of Project:

4.76 km of bituminous resurfacing, aggregate shoulders, culvert replacements, and intersection and driveway improvements on Paw Paw Lake Road from Coloma Road north to Blatchford Road in Coloma Township, Berrien County.

Administrative Board Approval Date:	May 6, 2003	
Contract Date:	May 30, 2003	
Original Contract Amount:	\$415,515.30	
Total of Overruns/Changes (Approved to Date):	(20,187.59)	-4.86%
Total of Extras/Adjustments (Approved to Date):	36,750.00	+ 8.84%
THIS REQUEST	<u>91,217.55</u>	<u>+ 21.95%</u>
Revised Total	<u>\$523,295.26</u>	+ 25.93%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.98% over the original budget for an **Authorized to Date Amount** of \$432,077.71.

Approval of this extra will place the authorized status of the contract 25.93% or \$107,779.96 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r.7, 5 r.17, 7 r.10, 8

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

CM 3 r. 7

Bit Mix Crse, CALC	2,111.070 t @ \$34.25/t	<u>\$72,304.15</u>
Total		<u>\$72,304.15</u>

CM 5 r. 17

Dr Structure, 1500 mm dia	2.000 ea @ \$ 4,840.00/ea	<u>\$9,680.00</u>
Total		<u>\$9,680.00</u>

CM 7 r. 10

12 in. Plastic Smoothcore	32.600 m @ \$115.00/m	\$3,749.00
Dr Structure, Adj, Additional Depth	6.750 m @ \$400.00/m	2,700.00
Riprap, Plain	43.200 m2 @ \$42.00/m2	1,814.40
Tree, Rem, 451 to 900 mm	1.000 ea @ \$850.00/ea	<u>850.00</u>
Total		<u>\$9,113.40</u>

CM 8

Damaged/Replaced Lights	8.000 ea @ \$15.00/ea	<u>\$120.00</u>
Total		<u>\$120.00</u>

Grand Total

\$91,217.55

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

CM 3

Due to the condition of the pavement at the time of construction, a scratch leveling course was placed directly over the existing pavement. The leveling course provided a better base on which to place the top course. The item "Bit Mix Crse, CALC" was added to this project to compensate the contractor for this work. The amount of CATC was reduced (-\$68,082.01 in CM 3) in proportion to the CALC added. The price for the added material was based on the percentage of tack coat in the CALC as compared with the amount in the CATC. Price compared favorably to MDOT's 11A asphalt mix.

CM 5

One extra, "Dr Structure, 1500 mm dia" was established in earlier contract modifications and increased in this contract modification. A corresponding reduction was taken for Dr Structure, 1200 mm dia, which the 1500 mm dia replaces (CM 5, -\$5170.00). The price was negotiated and when compared to prices on similar items were reasonable.

Cm 7

During construction, a drainage pipe was found which was not shown on the plans. The condition of the pipe required that it be replaced. The item "12 in. Plastic Smoothcore," was created to compensate the contractor for this work. Price was based on a listing of labor, equipment and materials presented by the contractor, compared to daily logs and reviewed by the engineer.

After construction began, it was discovered that between 50 and 60 drainage structures were buried between 2 and 3 feet, and several were not shown on the plans. Where applicable, the structures were excavated and then raised to meet the new grade. The item “Dr Structure, Adj, Additional Depth,” was created to compensate the contractor for this work. The price was negotiated and compares favorably to MDOT’s Average Unit Price (AUP) guide.

During design, the ends of drainage pipes were scoped as having grass to prevent erosion. During construction it was decided that rubbilized concrete would provide a much more stable slope. The item “Riprap, Plain” was created to pay the contractor for this work and the materials involved. The price was negotiated and compares favorably to MDOT’s AUP guide.

Once tree removal began, it was discovered that one tree split into two separate trunks near its base. The diameter of these two trunks were larger than those specified on the plans. The item “Tree, Rem, 451 to 900mm,” was added to compensate the contractor for his work. The price was negotiated and compares favorably to MDOT’s AUP guide when the small quantity of work is considered.

CM 8

Standard Specifications for Construction 812.04 A5 requires MDOT to reimburse the contractor for damaged lights at a fixed rate of \$15 per light.

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

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 80%; Berrien 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.

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

Zip Code: 49038

143. **Extra 2004 -23**

Control Section/Job Number: 50458-49859A 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: Lanzo Construction Company
28135 Groesbeck Highway
Roseville MI 48066

Designed By: Consultant Agency
Engineer's Estimate: \$2,536,029.00

Description of Project:

2.15 km removal of existing pavement and replacing with new concrete pavement with integral curb on Jefferson Avenue (Marter to 9 Mile Road); Marter Road (Jefferson to south city limit) in the city of St. Clair Shores, Macomb County.

Administrative Board Approval Date:	May 1, 2001	
Contract Date:	June 22, 2001	
Original Contract Amount:	\$2,417,958.20	
Total of Overruns/Changes (Approved to Date):	(39,275.47)	-1.62%
Total of Extras/Adjustments (Approved to Date):	283,493.47	+ 11.72%
THIS REQUEST	<u>55,221.35</u>	<u>+2.28%</u>
Revised Total	<u>\$2,717,397.55</u>	+ 12.38%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.10% over the original budget for an **Authorized to Date Amount** of \$2,662,176.20.

Approval of this extra will place the authorized status of the contract 12.38% or \$299,439.35 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2002-19	2 r.6	\$225,475.59	03/05/02

Contract Modification Number(s): 3 r.4, 4 r.4, 8 r.2, 10 r.10, 11, 12 r.2, 16 r.5

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

CM 3 r.4

GEOTEXTILE FABRIC FOR UNDERDRAIN

TRENCH EXTRA	226.100 m @ \$5.70/m	\$1,288.77
Total		<u>\$1,288.77</u>

CM 4 r.4

HOOK BOLTS FOR SIDEWALK RAMPS	40.000 ea @ \$9.04/ea	\$361.60
HOOK BOLTS FOR SIDEWALK RAMPS	50.000 ea @ \$9.04/ea	452.00
Conduit, Schedule 80 PVC, 50 mm EXTRA	10.000 m @ \$51.20/m	512.00
Pavt Mrkg, Overlay Cold Plastic, School	3.000 ea @ \$185.96/ea	557.88
Pavt Mrkg, Overlay Cold Plas, 150, X-Walk	197.740 m @ \$6.54/m	1,293.22
Pavt Mrkg, Overlay Cold Plas, 150 X-Walk	329.570 m @ \$6.54/m	2,155.39
Total		<u>\$5,332.09</u>

CM 8 r.2

MDOT Class II Granular Material 150 mm	255.990 m3 @ \$28.75/m3	\$7,359.71
Total		<u>\$7,359.71</u>

CM 10 r.10

Excavation & Grading West Side of Jefferson at St. Lucy's	1.000 LS @ \$3,959.66/LS	\$3,959.66
Saw Existing Sidewalk on Marter Road	1.000 LS @ \$236.50/LS	236.50
Delay at Manhole Tap @ Carolina & Marter	1.000 LS @ \$2,357.20/LS	2,357.20
Excavating & Grading East Side of Jefferson	1.000 dlr @ \$13,452.40/dlr	13,452.40
Total		<u>\$20,005.76</u>

CM 11

INSTALL ASPHALT BEHIND SIDEWALK	1.000 LS @ \$6,486.80/LS	\$6,486.80
Total		<u>\$6,486.80</u>

CM 12 r.2

EXCAVATING AND GRADING WEST SIDE OF JEFFERSON @ \$2320 JEFFERSON	1.000 LS @ \$12,872.24/LS	\$12,872.24
REMOVE AND REPLACE PAVEMENT AT ADDED MANHOLE	1.000 LS @ \$1,639.17/LS	1,639.17
HAND EXCAVATION FOR BUS STOP PAVEMENT	1.000 LS @ \$236.81/LS	236.81
Total		<u>\$14,748.22</u>

CM 16 r. 5

See Explanation		\$0.00
Total		<u>\$0.00</u>

Grand Total **\$55,221.35**

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

CM 3

One extra, "Geotextile Fabric for Underdrain Trench Extra," was established in an earlier contract modification and increased in this one.

CM 4

It was decided after work began, that the roadway would be left open to traffic for the winter. Cold plastic tape was used for delineating cross walks because it can be applied at lower temperatures. The item "Pavt Mrkg, Overlay Cold Plas, 150, X-Walk" was used to pay the contractor for this work. The price was negotiated with the contractor and is reasonable based on MDOT's Average Unit Price (AUP) guide.

CM 8

One extra, "MDOT Class II Granular Material 150 mm (CIP) Extra," was established in an earlier contract modification and increased in this one.

CM 10

Each of the modified items in this CM is an extra.

The City requested changes to the sidewalk to accommodate decorative lighting and a bike path. The items "Excavation & Grading West Side of Jefferson at St. Lucys" and "Excavation & Grading East Side of Jeff" were used to pay the contractor for the extra grading required because of the changes in sidewalk. This item was paid for with 100 percent City funding.

When the manhole at this location was examined, it was determined that a water main conflicted with the design location. The contractor's operation was put on hold while the city was consulted. The contractor was compensated for the disruption to his operation through the pay item "Delay at Manhole Tap @ \$Carolina and Marter (Claim No. M01-282-002). The price for this item was negotiated and is deemed fair based on the cost of similar items in the contract.

All items in this contract modification were the result of claims by the contractor. All unit prices are in conformance with MDOT's AUP guide.

CM 11

When the contractor excavates to place a new sidewalk, the existing private and public driveways have approximately 2' of material removed beyond the new sidewalk. The contractor then replaces this material after the sidewalk is in place. Unfortunately, the asphalt for this fix was inadvertently left off the contract. To compensate the contractor for this work the item "INSTALL ASPHALT BEHIND SIDEWALK" was created. The price was negotiated with the contractor and is reasonable based on MDOT's AUP.

CM 12

Initially, it was not anticipated that raising the pavement grade would require raising the grade of the sidewalk. After construction began, it was determined that to allow proper drainage the sidewalk would have to be raised. Raising the sidewalk required additional grading to allow a gradual slope into the adjoining property. The item "EXCAVATING AND GRADING WEST SIDE OF JEFFERSON @ 2320 JEFFERSON" was used to compensate the contractor for this work. The price was negotiated with the contractor and is reasonable based on MDOT's AUP guide.

After construction began, a drainage structure was found that was not shown on the plans. The contractor was required to remove already placed pavement, excavate to the structure, raise the structure and replace the pavement. The item "REMOVE AND REPLACE PAVEMENT AT ADDED MANHOLE" was added to compensate the contractor for any work not covered by existing items in the contract. The price was negotiated with the contractor and is reasonable based on MDOT's AUP guide.

CM 16

This item corrected a mistaken use of the “modified” item in CM 10. There are no “new” extras and the reasons for the new items are given in CM 10. All costs associated with this item were shown in CM 10.

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

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.
- Funding Source:** FHWA, 81.85%; City of St. Clair Shores, 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.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48080

144. **Extra 2004 -24**

Control Section/Job Number:	25032-45899A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Lansing MI 48933	
Designed By:	MDOT	
Engineer’s Estimate:	\$33,857,300.83	

Description of Project:

8.952 km of concrete freeway reconstruction and widening, and rehabilitation of six (6) structures on I-75, from I-475 northerly to M-57, in Mt. Morris and Vienna Townships, Genesee County.

Administrative Board Approval Date:	March 19, 2002	
Contract Date:	April 10, 2002	
Original Contract Amount:	\$33,451,816.81	
Total of Overruns/Changes (Approved to Date):	(1,884,612.08)	- 5.63%
Total of Extras/Adjustments (Approved to Date):	2,383,804.41	7.13%
THIS REQUEST	<u>5,959,222.51</u>	<u>17.81%</u>
Revised Total	<u>\$39,910,231.65</u>	+ 19.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.50% over the original budget for an **Authorized to Date Amount** of \$33,951,009.14.

Approval of this extra will place the authorized status of the contract 19.31% or \$6,458,414.84 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Numbers	Amount	SAB Date
2003-48	21, 22, 28 r.8	\$2,243,342.77	08/05/03

Contract Modification Number(s): 23 r.1, 24 r.1, 25 r.3, 29 r.4, 32 r.5, 34 r.9, 36 r.24, 39 r.9, 40 r.1

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

CM 23 r. 1

Soil Erosion, Stone Embankment	200.000 t @ \$24.00/t	\$4,800.00
Soil Erosion, Slope Protection	150.00 t @ \$24.00/t	3,600.00
Water Main Lowered at Wilson Road	1.000 LS @ \$8,500.00/LS	8,500.00
Subgrade Undercutting, Type II	400.000 m3 @ \$29.00/m3	<u>11,600.00</u>
Total		<u>\$28,500.00</u>

CM 24 r. 1

Aggregate 1x3 Undercut	1,996.520 m3 @ \$38.17/m3	\$76,207.17
Geotextile Separator Undercut Type III	3,381.000 m2 @ \$10.54/m2	35,635.74
Subgrade Undercutting, Type III	1996.850 m3 @ \$10.61/m3	<u>21,186.58</u>
Total		<u>\$133,029.49</u>

CM 25 r. 3

Filler Wall Repairs (W) Mt. Morris	1.000 LS @ \$5,000.00/LS	\$5,000.00
Filler Wall Repairs (W) Dodge Road	1.000 LS @ \$4,500.00/LS	4,500.00
Truss, Steel, Type C, 24.37 m	1.000 ea @ \$31,000.00/ea	<u>31,000.00</u>
Total		<u>\$40,500.00</u>

CM 29 r. 4

Concrete Edge (cm), Rem	260.000 m @ \$3.96181/m	\$1,030.07
Bit Mixture for Patching, Temp	26.110 t @ \$177.48/t	<u>4,634.00</u>
Total		<u>\$5,664.07</u>

CM 32 r. 5

Restock Charges Concr Reinf On Hand	1.000 LS @ \$10,000.00/LS	\$10,000.00
Conc Pavt, Misc, Nonreinf, 280 mm	12,355.280 m2 @ \$45.32/m2	559,941.29
Conc Pavt, Nonreinf, 280 mm	132,348.700 m2 @ \$22.50/m2	2,977,845.75
Joint, Contraction, C3p	6,000.000 m @ \$9.00/m	54,000.00
Joint, Contraction, Cp	32,000.000 m @ \$22.00/m	704,000.00
Shoulder, Nonreinf Conc	53,474.460 m2 @ \$13.29/m2	710,675.57
Total		<u>\$5,016,462.61</u>

CM 34 r. 9

Aggregate 1x3 Undercut	5,006.480 m3 @ \$38.17/m3	\$191,097.34
Geotextile Separator Undercut Type III	9,641.400 m2 @ \$10.54/m2	101,620.36
Shoulder Gutter, Conc, Det 1	1.000 ea @ \$850.00/ea	850.00
Subgrade Undercutting, Type II	385.270 m3 @ \$29.00/m3	11,172.83
Subgrade Undercutting, Type III	2,351.200 m3 @ \$10.61/m3	24,946.23
Clay Liner 6" w/ Topsoil at 17+948	1.000 LS @ \$8,500.00/LS	8,500.00
Wood Shims under Temp Concrete Barrier Drainage Winter Shutdown	10,737.440 m @ \$.328/m	3,521.88
Filler Wall Repair (NB) Wilson Road	1.000 LS @ \$3,900.00/LS	3,900.00
Filler Wall Repair (NB) Mt. Morris Road	1.000 LS @ \$3,900.00/LS	3,900.00
Filler Wall Repair (NB) Dodge Road	1.000 LS @ \$3,900.00/LS	3,900.00
Type 'A' Warning Flasher	4.000 ea @ \$126.00/ea	504.00
Bit Mixture, 5 E 3, New Price	1,366.750 t @ \$36.44/t	49,804.37
Conc Barrier, Temp, Furn Purchased	134.600 m @ \$104.00/m	13,998.40
Conduit, 75 mm Bridge to Handholes	8.500 m @ \$30.00/m	255.00
Fence, Chain Link, 1800 mm Remove and Replace	97.300 m @ \$46.50/m	4,524.45
Hh, Round	2.000 ea @ \$900.00/ea	1,800.00
Total		<u>\$424,294.86</u>

CM 36 r. 24

Dr Structure, 600 mm dia Temporary Special For Crossovers Work Order No. 1	1.000 ea @ \$950.00/ea	\$950.00
Sewer Tap, 300 mm	1.000 ea @ \$300.00/ea	300.00
Video Taping Sewer and Culv Pipe, 750 mm	28.500 m @ \$4.00/m	114.00
Embankment at S Side of Mt. Morris Repair	1.000 LS @ \$13,500.00/LS	13,500.00
Shoulder, CI II, 160 mm, Modified Repair Southbound Rest Area	1.000 LS @ \$750.00/LS	750.00
Grade 1x3 Slope Protect @ SPOB & POE	912.000 m @ \$16.00/m	14,592.00
Conc Barrier Split Type B - Special Wilson	17.300 m @ \$384.56/m	6,652.89
Guardrail Approach Terminal Type 3 Bridge	4.000 ea @ \$6,500.00/ea	26,000.00
Transport Attenuators to MDOT Yard	1.000 LS @ \$1,248.00/LS	1,248.00
Concrete Barrier Split B Special B.R.C.	1.000 LS @ \$19,385.00/LS	19,385.00
Worksite Traf Safety Supvsr Ext. of Time	1.000 LS @ \$8,582.38/LS	8,582.38
Mt. Morris Temp Reclose/Reopen	1.000 LS @ \$14,500.00/LS	14,500.00
Mulch Blanket High Velocity	2,397.000 m2 @ \$2.00/m2	4,794.00
Sign, Type I, Salv and Reinstall	4.000 ea @ \$500.00/ea	2,000.00
Sign, Type II, Salv and Reinstall	4.000 ea @ \$300.00/ea	1,200.00
Sign, Type III, Salv and Reinstall	6.000 ea @ \$150.00/ea	900.00
Total		<u>\$115,468.27</u>

CM 39 r. 9

Salvage & Reinstall Guardrail	1,274.010 m @ \$35.00/m	\$44,590.35
Joint, Contraction, C3p	6,424.500 m @ \$9.00 m	57,820.50
Sign, Type III, Salv and Reinstall	8.000 ea @ \$150.00/ea	1,200.00
Contractor Staking Adjustment	54,003.00 dlr @ \$1.00/dlr	54,003.00
Bolt Repl Type C Bridge Connect Stanley Road	1.000 LS @ \$400.00/LS	400.00
M-57 Grade Elevation Difference Work	1.000 LS @ \$16,811.00/LS	16,811.00
Guardrail Anch, Bridge, Det T4	4.000 ea @ \$1,500.00/ea	<u>6,000.00</u>
Total		<u>\$180,824.85</u>

CM 40 r. 1

Drive Guardrail Posts Through Bituminous	1.000 LS @ \$10,000.00/LS	\$10,000.00
Mt. Morris Exit Sign Overlay	1.000 LS @ \$2,142.00/LS	2,142.00
Claim for Two Relocates of Truss Fdn	1.000 LS @ \$2,336.36/LS	<u>2,336.36</u>
Total		<u>\$14,478.36</u>

Grand Total

\$5,959,222.51

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

CM 23

The item "Soil Erosion, Stone Embankment" was added to ensure that the slope of Brent Run Creek held through the winter of 2002-2003. The stone was removed the next year and the bank was seeded according to the contract. The price was negotiated and when compared to prices on similar items, was reasonable.

The item "Soil Erosion, Slope Protection" was placed to support the temporary concrete barrier wall off the edge of pavement. This was to allow as many open lanes of traffic as possible during the winter hiatus. This item included grading of the shoulders and slopes in the area to facilitate drainage. The price was negotiated and was reasonable when considering the situation, labor, equipment and materials required to complete the work.

After construction started, it was discovered that an existing water main was in conflict with a proposed ditch and had to be lowered (Water Main Lowered at Wilson Road). This work included locating the problem and working in a congested area. The price was negotiated and was reasonable when considering the situation, labor, equipment and materials required to complete the work.

During construction it was determined there were bad soils in several places along the job. To ensure the pavement reached its estimated service life, it was determined that these areas had to be undercut (Subgrade Undercutting, Type II) and backfilled to create a supportive subbase. The price was negotiated and when compared to prices on similar items was reasonable.

CM 24

Three extras: "Aggregate 1x3 Undercut;" "Geotextile Separator Undercut Type III;" and "Subgrade Undercutting, Type III," were established in earlier contract modifications and increased in this contract modification. These items were used to remove and replace bad soil conditions found on the site after construction began.

CM 25

The filler walls between the pier structures of the eastbound and westbound structures over I-75 were in place before construction began. During construction, the roadway was lowered leaving a gap between the road surface and the bottom of the filler wall. This gap had to be filled to ensure the safety of an errant driver (Filler Wall Repairs). This item was inadvertently left off the design plans. This work was extremely inefficient due to the small quantities and having to work between existing piers and under the existing wall. The price was negotiated and was reasonable considering the situation, labor, equipment, and materials required to complete the work.

The item "Truss, Steel, Type C, 24.37 m" replaces a longer truss that was deleted from the contract in this contract modification. The total price for the truss was reduced by \$2,000. The price was negotiated and when compared to prices on similar items was reasonable.

CM 29

When the new southbound pavement was placed there was not a smooth transition with the existing ramps; this was due to a design error. To rectify this problem, some of the ramp pavement had to be saw cut (Concrete Edge [8cm], Rem) and removed, and then replaced to allow a smooth transition. This work was done by force account (see below).

The item "Bit Mixture for Patching, Temp" is actually an extra, not an adjustment. During construction, local maintenance forces do not normally perform routine maintenance on a roadway. The I-75 to I-475 ramp deteriorated to the point that maintenance was needed to keep traffic flowing. This item was not in the original contract and was done under force account (see below).

CM 32

This contract modification is the result of changing the concrete pavement from reinforced to non-reinforced. The reason for this change was to create a test site to research the life cycle costs of reinforced vs non-reinforced concrete pavement in a high traffic volume area. To ensure that MDOT received at least the life cycle cost of the reinforced pavement, the contractor offered a seven year warranty instead of the standard five year warranty for reinforced pavement. The extras in this modification total \$5,016,462.61, the corresponding reductions to existing bid items is \$5,292,714.40 for a total reduction in the concrete pavement of \$276,251.79. The price was negotiated and it was comparable to prices of other similar work in the area. The consultant also compared prices of equipment, materials and personnel needed to complete each type of pavement and the negotiated price compared favorably to the consultant's calculations. These comparisons have been placed in the project files.

CM 34

Five extras: "Aggregate 1x3 Undercut;" "Geotextile Separator Undercut Type III;" "Subgrade Undercutting, Type III;" "Shoulder Gutter, Conc. Det 1;" and "Subgrade Undercutting" were established in earlier contract modifications and increased in this contract modification. The first three items were used to remove and replace bad soil conditions found on the site after construction began. The item "Shoulder Gutter Conc. Det 1" was added to move water from a higher elevation to a lower elevation without eroding the slope. The last item was explained in CM 23 above.

As a part of an earlier mitigation, MDOT was directed to create a wetland on the east side of northbound I-75. To facilitate this, a ditch was shown on the plans to direct water from the freeway ditch system to the existing wetland. Once work began, it was discovered that the ditch area was mostly sand and any water would drain into the soil before reaching the wetland. The item "Clay Liner 6" w/Topsoil at 17+948" was used to line the bottom of this ditch to ensure that the water reached the wetland.

The item “Wood Shims Under Temp Concrete Barrier Drainage Winter Shutdown” was added as a temporary fix to facilitate drainage under the temporary concrete barrier system to existing drainage structures. The price was negotiated and was reasonable considering the situation, labor, equipment and materials required to complete the work.

The filler walls between the pier structures of the eastbound and westbound structures over I-75 were in place before construction began. During construction, the roadway was lowered leaving a gap between the road surface and the bottom of the filler wall. This gap had to be filled to ensure the safety of an errant driver (Filler Wall Repairs). This item was inadvertently left off the design plans. This work was extremely inefficient due to the small quantities and having to work between existing piers and under the existing wall. The price was negotiated and was reasonable considering the situation, labor, equipment and materials required to complete the work.

MDOT changed the aggregate wear index requirement for bituminous mixtures. The adjustment to the item “Bit Mixture, 5E3 New Price” reflects the \$5 per ton increase authorized by MDOT for this item.

MDOT, in a project beginning in 2004, would have to remove part of the new concrete barrier placed in this contract to facilitate movement of traffic. To prevent the removal of the new concrete barrier, MDOT purchased some temporary concrete barriers from the contractor to leave in place until the new job is completed. The price was negotiated and when compared to prices on similar items was reasonable.

To facilitate the removal of the Brent Run Creek Bridge some of the surrounding fencing had to be removed. When the structure was completed, the fencing was replaced. This item was inadvertently left off the plans during the design stage. The price was negotiated and when compared to prices on similar items were reasonable.

The Brent Run Creek Bridge had conduit running through the barrier. The barrier was extended beyond the end of the structure and the conduit had to exit the barrier. The “Hh, Round” is a way to change the direction of the wiring in the conduit. This item was inadvertently left off the plans during the design stage. The price was negotiated and when compared to prices on similar items were reasonable.

CM 36

The item “Embankment at S. Side of Mt Morris Repair” was used to fix an area that collapsed when water flowing through an existing layer of sand washed away the embankment support. The price for this item was submitted by the contractor and split into equipment, materials and labor. The managing office observed and certified the time and materials needed to complete the work.

A temporary crossover was installed as part of this project at each end of the job to move traffic from one side of the roadway to the other during construction. These crossovers were to be removed at the end of the job. It was decided during construction that they should be left as permanent crossovers for authorized vehicles and the item “Grade 1x3 Slope Protect @ \$POB and POE” was used to grade the slopes in these areas. The price for this item was submitted by the contractor and split into equipment, materials and labor. The managing office observed and certified the time and materials needed to complete the work. The item “Guardrail Approach Terminal Type 3” was used to protect the ends of the guardrail in this crossover area. The price was negotiated and is reasonable when compared to MDOT’s Average Unit Prices (AUP).

It was discovered after the project began that the grade difference between these two structures at Wilson and Brent Run Creek Road required the barrier to be split into two separate barriers for a longer distance than shown in the plans. The items "Conc Barrier Split Type B- Special Wilson Bridge" and "Concrete Barrier Split B Special B.R.C." were created to pay for this change. The cost of these items was agreed to after review of the additional man hours, the additional forms, and concrete used to construct these walls versus the cost and hours to construct a normal split barrier wall.

This job used a special temporary concrete barrier that could be moved to allow an additional lane of traffic in one direction or another. This barrier had a special attenuator attached to the end to protect approaching traffic. The barrier itself was stored on the side of the road for the winter. The contractor was directed to store the attenuators at the local maintenance yard. There was no payment provision for this work in the contract. The cost of this item was agreed to after review of hours, equipment and labor used to perform this item.

The time allowed for this job was extended. Because of this, the pay for the item "Worksite Trafc Safety Supvsr Ext of Time" was created. The price agreed upon was based on a proportional increase in the original pay item based on the number of additional days worked.

The exit ramp at Mt. Morris had to be reopened to traffic while it was under construction to allow for county fair traffic. The contractor was required to make the ramp safe and then reassign their crew. After it was closed again, the ramp repair was expedited to meet the time requirements of the project. The contractor submitted labor, equipment, and material costs, which were compared to Davis-Bacon and equipment Blue Books and found reasonable.

The plans called for a standard turf establishment. During construction it was determined that ditches needed to be created along the southbound roadway to facilitate drainage. This created slopes that ranged from 1:1 to 1:2. To ensure there was no undue erosion, the engineer directed the contractor to install a mulch blanket. The item "Mulch Blanket High Velocity" was created to pay for this extra work.

The existing signage along the northbound roadway had to be removed, salvaged and reinstalled. This change was required due to the roadway and ditch system moving toward the east and the required offset distance no longer being valid. These items were not included in the original plans and the extras "Sign, Type I Salv and Reinstall," "Sign, Type II Salv and Reinstall," and "Sign, Type III Salv and Reinstall," were used to pay the contractor for this work. The price was negotiated and was determined fair based on MDOT's AUP.

CM 39

Three extras: "Salvage and Reinstall Guardrail;" "Joint, Contraction, C3p and Sign," "Type III, Salvage and Reinstall" were established in earlier contract modifications and increased in this contract modification. The first item was used at the traffic crossovers, the second was discussed in Contract Modification 32, and the last was discussed in Contract Modification 36.

The contract allowed for an adjustment to the Lump Sum (LS) contract staking if the contract price exceeded the bid price by more than 5 percent. This job exceeded the bid price by 19.1 percent so the extra "Contract Staking Adjustment" was used to proportionally increase the cost of the LS staking item.

When the new northbound pavement was placed there was not a smooth transition with the existing ramps; this was due to a design error. To rectify this problem a large section of the ramp pavement had to be saw cut (Concrete Edge [8cm], Rem) and removed, and then replaced to allow a smooth transition. The contractor submitted labor, equipment and material costs, which were compared to Davis-Bacon and equipment Blue Books and found reasonable. The time spent and labor and material used were checked against IDRs and found to be reasonable.

It was determined during construction that the guardrail sections used to create the bridge connection were not salvageable. The extra item "Guardrail Anch, Bridge, Det T4" was used to supply new connections. The guardrail salvage/reinstall item was reduced by the length of these endings. The cost of this item was negotiated and deemed fair when compared to MDOT's AUP, and the fact that the contractor had to return to the site and install these endings separately.

CM 40

As described above, it was decided to leave the crossovers in place at either end of the job as emergency crossovers. One of the items in the contract, salvage and reinstall guardrail, was to be used in this area to replace guardrail that was removed when the crossovers were installed. That item was used to install the guardrail in this area; however, the guardrail posts had to be driven through the asphalt of the crossover. The item "Drive Guardrail Posts Through Bituminous" was used to compensate the contractor for the additional time needed to complete the guardrail post installation. The cost was determined by the additional hours needed to drive the posts as compared to the time needed to drive posts into the adjacent soil area. The inspector on the job verified the time difference.

During reconstruction of the main line pavement at the Mt. Morris exit, the cantilever mounted sign showing how to exit at Mt. Morris Road had to be overlayed to direct the traffic to the proper exit lane. This item of work included traffic control twice (once to measure, and once to install) creation of the overlay and installation of the overlay. The item "Mt. Morris Exit Sign Overlay" was used to compensate the contractor for all costs related to this item. Costs for labor, equipment and materials were submitted by the contractor and verified by the engineer using inspection records.

A truss was scheduled to be installed at station 12+510. At that location an existing foundation, not shown on the plans, was encountered by the contractor. The contractor was directed to move 12 meters to the north and begin again. They began work further north and again hit an existing foundation. The contractor was once again directed to move 12 meters to the north and construct the foundation. The contractor completed the construction at the third location. The item "Claim for Two Relocates of Truss Fdn" was used to compensate the contractor for the work done at the first two locations and moving his operations twice. This item was the direct result of a claim submitted by the contractor. The claim was reviewed at the TSC level and all costs were determined to be fair and the claim was paid.

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

Section 109.07 - Force Account Work – of the 2003 Interim Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the Rental Rate Blue Book for Construction.

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

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

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

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

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

Zip Code: 48420, 48458

145. **Extra 2004 - 25**

Control Section/Job Number: 33403-50152A Local Project

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

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

Contractor: Bailey Excavating, Inc.
P.O. Box 660
Jackson MI 49204-0660

Designed By: Consultant Agency
Engineer's Estimate: \$1,870,025.95

Description of Project:

1.0 mi of bituminous and plain concrete road reconstruction with concrete curb and gutter, storm sewer and water main on Lake Lansing Road, Lansing city limit to US 127, Ingham County.

Administrative Board Approval Date:	May 07, 2002	
Contract Date:	May 20, 2002	
Original Contract Amount:	\$1,997,228.99	
Total of Overruns/Changes (Approved to Date):	(58,867.96)	-2.95%
Total of Extras/Adjustments (Approved to Date):	307,202.53	+ 15.38%
THIS REQUEST	<u>\$117,372.43</u>	<u>+5.88%</u>
Revised Total	<u>\$2,362,935.99</u>	+ 18.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.43% over the original budget for an **Authorized to Date Amount** of \$2,245,563.56.

Approval of this extra will place the authorized status of the contract 18.31% or \$365,707.00 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB DATE
2003-37	8	\$207,467.57	09/02/03

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

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

CM 9

Aggregate Base, 10 inch Adjusted	6,646.000 Syd @ \$.80/Syd	\$5,316.80
Aggregate Base, 10 inch Adjusted	21,904.000 Syd @ \$.80/Syd	17,523.20
Total		<u>\$22,840.00</u>

CM 10

Sanitary Sewer Force Account Negotiated Agreement	1.000 Dlr @ \$94,532.43/Dlr	\$94,532.43
Total		<u>\$94,532.43</u>

Grand Total

\$117,372.43

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

CM 9

This job has two different bases, 8" and 10". During the design phase, a note was placed on the 8" base indicating that it should be constructed using a 21AA material. Unfortunately, the same note should have been placed on the 10" base, but was inadvertently left off. The engineer negotiated an adjustment to the cost for substituting the 21AA for the 22A material of an additional \$0.80 per Syd. The cost was calculated using a proportional change in depth. On Wood Road, the cost was 100% county and on Lake Lansing Road the cost was split with the FHWA.

CM 10

After the bid was awarded, Lansing Township asked that a sanitary sewer be added to the job and the County agreed. Since this was not an original bid item and the contractor and engineer could not agree upon a price, this addition was done under force account. This addition to the contract was funded 100% by the County. Section 109.07 - Force Account Work – of the 2003 Interim Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the Rental Rate Blue Book for Construction.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 69.38%; Ingham County, 30.62%

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.

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

Zip Code: 48912

146. **Extra 2004 -26**

Control Section/Job Number: 36023-51440A MDOT Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Hebert Construction Co., Inc.
 P.O. Box 271
 Iron River MI 49935-0271
 Designed By: Consultant
 Engineer's Estimate: \$1,127,496.94

Description of Project:

Superstructure replacement above main arches on M-69 over Paint River, in the city of Crystal Falls, Iron County.

Administrative Board Approval Date:	November 20, 2001	
Contract Date:	December 7, 2001	
Original Contract Amount:	\$1,062,283.10	
Total of Overruns/Changes (Approved to Date):	(6,036.19)	-0.57%
Total of Extras/Adjustments (Approved to Date):	66,902.75	+ 6.30%
THIS REQUEST	<u>7,060.91</u>	<u>+0.66%</u>
Revised Total	<u>\$1,130,210.57</u>	+ 6.39%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.73% over the original budget for an **Authorized to Date Amount** of \$1,123,149.66

Approval of this extra will place the authorized status of the contract 6.39% or \$67,927.47 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-1	11, 13 r.1	10,501.56	02/03/04

Contract Modification Number(s): 12 r.4, 16

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

CM 12 r.4

Adhesive Anchoring of Horizontal Bar	15.000 ea @ \$15.00/ea	\$225.00
Sign, Type A, Temp	.950 m2 @ \$75.00/m2	71.25
Sign, Type IIIB	4.500 m2 @ \$210.000/m2	945.00
Stump, Rem, 451 t 900 mm	3.000 ea @ \$450.00/ea	\$1,350.00
Total		<u>\$2,591.25</u>

CM 16

Traffic Control Adjustment	4,469.660 dlr @ \$1.00/dlr	\$4,469.66
Total		<u>\$4,469.66</u>

Grand Total

\$7,060.91

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

CM 12

Five extras: “Adhesive Anchoring of Horizontal Bar, 13;” “Sign, Type A, Temp;” “Sign, Type B, Temp;” “Sign, Type IIIB;” and “Stump, Rem, 451 to 900 mm,” were established in earlier contract modifications and increased in this contract modification.

CM 16

On this project, the engineer decided that a time extension was justified. Traffic control devices are always bid as a lump sum (LS) item based on the projected number of project work days. When extra time is authorized, the pay item for traffic control devices must be adjusted to reflect the extra time traffic control devices are on the project. The item “Traffic Control Adjustment” was created to compensate the contractor for this change.

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

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

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

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

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

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

Zip Code: 49920

147. **Extra 2004 - 27**

Control Section/Job Number: 84915-60534A MDOT Project

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

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

Contractor: Highway Service Co., Inc.
26401 Hall Rd.
Woodhaven MI 48183

Designed By: MDOT
Engineer's Estimate: \$623,812.00

Description of Project:

17 mi of overhead sign structures upgrading on I-94 between Battle Creek and Kalamazoo, in the townships of Marshall and Emmett, Calhoun and Kalamazoo Counties.

Administrative Board Approval Date:	September 17, 2002	
Contract Date:	October 17, 2002	
Original Contract Amount:	\$606,170.00	
Total of Overruns/Changes (Approved to Date):	(6,069.36)	- 1.00%
Total of Extras/Adjustments (Approved to Date):	65,078.60	+ 10.74%
THIS REQUEST	<u>84,548.26</u>	<u>+13.95%</u>
Revised Total	<u>\$749,727.50</u>	+23.69 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.74% over the original budget for an **Authorized to Date Amount** of \$665.179.24.

Approval of this extra will place the authorized status of the contract 23.69% or \$143.557.50 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-69	4 r 3	\$20,097.40	12/02/03

Contract Modification Number(s): 3 r.2, 7 r.3

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

<u>CM 3 r.2</u>		
Truss, Type C, 90 Foot	2.000 Ea @ \$36,490.00/Ea	<u>\$72,980.00</u>
Total		<u>\$72,980.00</u>

CM 7 r.3

Pavt Mrkg, Longit, 6” or Less Width, Rem	27,125.000 Ft @ \$.336/Ft	\$9,114.00
Pavt Mrkg, Type R, 4 inch, White Temp	7,530.000 Ft @ \$.158/Ft	1,189.74
Pavt Mrkg, Type NR, Paint, 4”, White Temp	5,440.000 Ft @ \$.158/Ft	859.52
Damaged & Rep Lights, Type C	27.000 Ea @ \$15.00/Ea	405.00
Total		<u>\$11,568.26</u>

Grand Total

\$84,548.26

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

CM 3

The trusses at Westnedge in Kalamazoo should have been 90 foot trusses, not 95 foot trusses, as stated in the bid documents. The extra “Truss, Typw C, 90 foot,” was setup to compensate the contractor for the work related to this item. In the increase/decrease section of this contract modification, the two corresponding 95 foot trusses are removed. There is a total savings of \$1,020. The price was negotiated and compares favorably to MDOT’s Average Unit Price guide.

CM 7

Three extras: “Pavt Mrkg, Longit, 6” or Less Width, Rem;” “Pavt Mrkg, Type R, 4 inch, White Temp” and “Pavt Mrkg, Type NR, Paint, 4”, White Temp,” were established in earlier contract modifications and increased in this contract modification.

The 2003 Standard Specifications for Construction 812.04 A5 requires MDOT to reimburse the contractor for damaged lights at a fixed rate of \$15 per light.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 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.

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

Zip Code: 49041

148. **Extra 2004 - 28**

Control Section/Job Number: 82522-52620A Local Project

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

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

Contractor: Florence Cement Company
12798 23 Mile Road
Shelby Twp. MI 48315

Designed By: Consultant Agency
Engineer's Estimate: \$540,927.10

Description of Project:

Concrete pavement replacement, reconstruction and drainage structures on Vincent Street from Conant Avenue to Marcus, in the city of Hamtramck, Wayne County.

Administrative Board Approval Date:	May 6, 2003	
Contract Date:	May 16, 2003	
Original Contract Amount:	\$516,663.80	
Total of Overruns/Changes (Approved to Date):	37,760.77	+7.31%
Total of Extras/Adjustments (Approved to Date):	85,351.57	+16.52 %
THIS REQUEST	<u>15,510.40</u>	<u>+3.00%</u>
Revised Total	<u>\$655,286.54</u>	+26.83 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.83% over the original budget for an **Authorized to Date Amount** of \$639,776.14.

Approval of this extra will place the authorized status of the contract 26.83% or \$138,622.74 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: 2 r.12, 3 r.3

Item Number	Contract Modification Number	Amount	SAB Date
2004-07	2 r 12, 3 r 3	\$79,928.69	02/03/04

Contract Modification Number(s): 4 r.4

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

CM 4 r. 4

Landfill Discharge Fee	1.000 LS @ \$15,510.40/LS	<u>\$15,510.40</u>
Total		<u>\$15,510.40</u>

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

The contractor expressed concerns about the subgrade materials they were excavating. Tests were done that showed trace amounts of lead in the excavated material. The material then had to be transported to and deposited in a Type II sanitary landfill. There was no provision in the contract for this work, so the item "Landfill Discharge Fee" was created to compensate the contractor. The contractor provided a cost breakdown to the engineer, which compared favorably with MDOT's Average Unit Price guide.

Section 103.4 – 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 April 29, 2004 meeting, and is now recommended for approval by the State Administrative Board on May 4, 2004.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: City of Hamtramck, 21%; State Restricted Trunkline, 79%

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.

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

Zip Code: 48212

149. **Extra 2004 -29**

Control Section/Job Number:	63477-56460A	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:	Tom T. Kneisel Construction Co. 50384 Dennis Court Wixom MI 48393-2025	
Designed By:	Consultant	
Engineer's Estimate:	\$1,301,993.50	

Description of Project:

0.74 mi of hot mix asphalt reconstruction, curb and gutter, sidewalk, storm sewer, water main and sanitary sewer on Elm Street from Saginaw Street to East Street in the village of Holly, Oakland County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 20, 2003	
Original Contract Amount:	\$983,084.20	
Total of Overruns/Changes (Approved to Date):	(66,425.43)	- 6.76 %
Total of Extras/Adjustments (Approved to Date):	11,918.23	+ 1.21%
THIS REQUEST	<u>115,563.00</u>	<u>+11.76%</u>
Revised Total	<u>\$1,044,140.00</u>	+ 6.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.55% under the original budget for an **Authorized to Date Amount** of \$928,577.00.

Approval of this extra will place the authorized status of the contract 6.21% or \$61,055.80 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 4

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

CM 4

Sanitary Sewer Liner, 10", Cured in Place Pipe	692.000 Ft @ \$94.00/Ft	\$65,048.00
Sanitary Sewer Liner, 15", Cured in Place Pipe	212.000 Ft @ \$115.00/Ft	24,380.00
Sewer, Sanitary, Added	1.000 Ea @ \$26,135.00/Ea	<u>26,135.00</u>
Total		<u>\$115,563.00</u>

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

Once the work had begun, it was discovered that the sewer shown as an 8" diameter on the plans was actually 10" or 15" in diameter. The items "Sanitary Sewer Liner, 10", Cured in Place Pipe," and "Sanitary Sewer Liner, 15", Cured in Place Pipe," were used to compensate the contractor for the cost of installing the larger sewer lines. The entire cost of this change (\$89,428) was offset by a reduction in the 8" item (-\$81,914.36) in this contract modification for a total increase of \$7,513.64. The prices were negotiated and when compared to prices on similar items were reasonable.

Once work began, the Village of Holly requested that the existing sanitary sewer be extended to hook up the residence at 202 Park Street. The price was negotiated and when compared to prices on similar work at the same depth, with groundwater problems, and with a full depth sand backfill seems reasonable.

One hundred percent of all work on this contract modification was paid for with Village funds.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 59.62%; Village of Holly 40.38%

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.

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

Zip Code: 49442

150. **Extra 2004 - 30**

Control Section/Job Number:	13411-56350A	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Hoffman Bros., Inc. 8574 Verona Road Battle Creek MI 49014	
Designed By:	Local Agency	
Engineer's Estimate:	\$507,152.71	

Description of Project:

0.30 mi of roadway reconstruction including pavement removal, grading, hot mixture asphalt pavement, concrete curb and gutter, traffic signal installation, and water service replacement on Emmett Street from west of East Avenue to Capital Avenue of Battle Creek, Calhoun County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	January 24, 2003	
Original Contract Amount:	\$418,828.75	
Total of Overruns/Changes (Approved to Date):	(1,459.53)	- .35%
Total of Extras/Adjustments (Approved to Date):	44,465.00	+ 10.62%
THIS REQUEST	<u>118,997.30</u>	+ 28.41%
Revised Total	<u>\$580,831.52</u>	+ 38.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.27% over the original budget for an **Authorized to Date Amount** of \$461,834.22.

Approval of this extra will place the authorized status of the contract 38.68% or \$162,002.77 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r.8, 4 r.7

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

CM 3 r. 8

Tee, 16"x16"x16"	1.000 Ea @ \$1,700.00/Ea	\$1,700.00
Plug, 16" M.J.	1.000 Ea @ \$450.00/Ea	450.00
Reducer, 18"x16"	1.000 Ea @ \$1,331.00/Ea	1,331.00
Bend, 16", 45 Deg	2.000 Ea @ \$1,050.00/Ea	2,100.00
Reducer, 16"x8"	2.000 Ea @ \$875.00/Ea	1,750.00
Tee, 8"x8"x8"	1.000 Ea @ \$725.00/Ea	725.00
Bend, 8", 45 Deg	4.000 Ea @ \$340.00/Ea	1,360.00
Reducer, 18"x8"	1.000 Ea @ \$1,500.00/Ea	1,500.00
Tie-In, Incl Oversize Sleeve	3.000 Ea @ \$5,550.00/Ea	16,650.00
Fire Protection and 2" Domestic Service	1.000 LS @ \$15,453.30/LS	15,453.30
Gate Valve and Box, 8 Inch	2.000 Ea @ \$890.00/Ea	1,780.00
Gate Valve, 16 inch Incl. Gate Box	2.000 Ea @ \$3,675.00/Ea	7,350.00
Water Main, DI, 16 Inch, Tr Det G	233.000 Ft @ \$85.00/Ft	19,805.00
Water Main, DI 16 Inch, Tr Det G	187.000 Ft @ \$85.00/Ft	15,895.00
Water Main, DI 8 Inch, Tr Det G	230.000 Ft @ \$64.00/Ft	14,720.00
Water main, DI, 8 Inch, Tr Det G	160.000 Ft @ \$64.00/Ft	<u>10,240.00</u>
Total		<u>\$112,809.30</u>

CM 4 r.7

Valve Replacement, 20"	1.000 LS @ \$6,188.00/LS	<u>6,188.00</u>
Total		<u>\$118,997.30</u>

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

CM 3 – All of the extras in this contract modification were a direct result of two changes to the plans.

All items in the contract modification with a category of 0001 were added after construction began because an existing water main was found to interfere with the planned pavement. Several changes to the existing water main were made to keep the costs of this change as low as possible. Records of all calculations of cost are in the project file and are reasonable when compared to similar projects administered by the City of Battle Creek.

All items in the contract modification with a category of 0003 were added because the fire protection and domestic service to #535 Emmet were still connected to the 24" water main instead of the new 18" water main as shown on the plans. Records of all calculations of cost are in the project file and are reasonable when compared to similar projects administered by the City of Battle Creek. All costs for this change are funded 100% by the City of Battle Creek.

CM 4 – This extra was to replace a non-working 20 inch valve and to reconfigure the water main stub. Records of all calculations of cost are in the project file and are reasonable when compared to similar projects administered by the City of Battle Creek. All work associated with this item is for the improvement of the City’s water system and therefore all costs for this change are funded 100% by the City of Battle Creek.

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

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

Purpose/Business Case: This extra makes payment provision for moving an existing water main so that it doesn't interfere with the proposed pavement and changes to the city's water delivery system.

Benefit: The pavement could not have been constructed with the water main in its current location. The City of Battle Creek made some updates to their water delivery system at their expense.

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.55%; City of Battle Creek, 1.45%

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 pavement could not have been constructed with the water main in its current location.

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

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

Zip Code: 49017

151. **Extra 2004 - 31**

Control Section/Job Number: 33006-53433A Local Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Prince Bridge & Marine, LTD
13844 172nd Avenue
Grand Haven MI 49417

Designed By: Consultant Agency
Engineer’s Estimate: \$1,824,168.13

Description of Project:

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

Administrative Board Approval Date:	May 07, 2002	
Contract Date:	May 10, 2002	
Original Contract Amount:	\$1,709,199.01	
Total of Overruns/Changes (Approved to Date):	25,293.64	+ 1.48%
Total of Extras/Adjustments (Approved to Date):	92,708.50	+ 5.42%
THIS REQUEST	<u>22,337.00</u>	<u>+1.31%</u>
Revised Total	<u>\$1,849,538.15</u>	+ 8.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.90% over the original budget for an **Authorized to Date Amount** of \$1,827,201.15.

Approval of this extra will place the authorized status of the contract 8.21% or \$140,339.14 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 20, 22 r.4, 24 r.3, 27 r.1, 29, 31 r.3

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

CM 20

Cobble Ditch Modification Plan Rev. B-13	15,838.000 dlr @ \$1.00/dlr	<u>\$15,838.00</u>
Total		<u>\$15,838.00</u>

CM 22 r.4

Cold Weather Protect (Diaphragms & Backwalls)	1,550.870 dlr @ \$1.00/dlr	<u>\$1,550.87</u>
Total		<u>\$1,550.87</u>

CM 24 r.3

Pavt Mrkg, Waterborne, Arrow	2.000 ea @ \$110.00/ea	\$220.00
Pavt Mrkg, Waterborne, Only	2.000 ea @ \$75.00/ea	150.00
Pavt Mrkg, Waterborne, 150 mm	31.700 m @ \$4.75/m	150.58
Pavt Mrkg, Waterborne, 300mm	27.750 m @ \$9.25/m	256.69
Pavt Mrkg, Overlay Cold Plastic, 300, White	27.750 m @ \$28.00/m	<u>777.00</u>
Total		<u>\$1,554.27</u>

CM 27 r.1

STRUC STEEL ROLLED, FURN & FAB	13.030 kg @ \$2.00/kg	\$26.06
STRUC STEEL ROLLED, ERECT	13.030 kg @ \$2.50/kg	<u>32.58</u>
Total		<u>\$58.64</u>

CM 29

Joint, Expansion, E3	26.000 m @ \$40.00/m	\$1,040.00
Conduit, Schedule 80 PVC, 25 mm, Structure	3.000 m @ \$750.00/m	<u>2,250.00</u>
Total		<u>\$3,290.00</u>

CM 31 r.3

Removal of Rock & Masonry Structure
Total

45.220 dlr @ \$1.000/dlr

\$45.22
\$45.22

Grand Total

\$22,337.00

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

CM 20

During the project, storm water run off was handled according to Michigan Department of Natural Resources requirements. A storm that occurred before the project's completion damaged much of the water flow remediation constructed during the project. The item "Cobble Ditch Modification Plan Rev. B-13," was created to compensate the contractor for work performed to fix the damage and reconfigure the storm water outflow pathways. The engineer and contractor could not come to an agreement on the cost of this item, so the contractor was required to do the work under force account. Section 109.07 - Force Account Work – of the 2003 Interim Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the "Rental Rate Blue Book for Construction."

CM 22

The extra "Cold Weather Protect (Diaphragms and Backwalls)" was established in earlier contract modifications. The item was done under force account and the increase in this contract modification was used to balance the earlier request against the actual work performed.

CM 24

The City of Lansing requested changes to the pavement markings set out in the contract. The prices were negotiated and compares favorably to MDOT's Average Unit Price guide. All items on this contract modification were paid for 100 percent by the City.

CM 27

Two extras: "Struc Steel Rolled, Furn & Fab" and "Struc Steel Rolled, Erect" were established in earlier contract modifications and increased in this contract modification.

CM 29

At several locations there was a mistake made in the plans, and a load transfer joint was shown where only an expansion joint was needed. The E2 joints allow for load transfer and the E3 joints do not. Therefore, the item "Joint, Expansion, E3" was added to compensate the contractor for installing expansion joints. The amount of the E2 joints used in this project were reduced in CM 15. This change reduced the overall cost of the contract by \$460. The price was negotiated and compares favorably to MDOT's Average Unit Price guide.

Water was ponding on the deck drain. To correct this problem, the contractor was directed to drill two 25 mm conduit weepholes to allow water to drain. The contractor submitted time, materials, and equipment needs. The costs to perform this work, including traffic control, were reviewed by the engineer and deemed reasonable.

CM 31

One extra: Removal of Rock and Masonry Structure, was established in an earlier contract modification and increased in this contract modification.

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

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 76.98%; State Restricted Trunkline, 14.44%, City of Lansing, 8.58%

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.

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

Zip Code: 48910

152. **Extra 2004 -32**

Control Section/Job Number: 82015-49716A 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: County
Engineer's Estimate: \$2,246,399.30

Description of Project:

Removal of a three-span steel beam bridge, construction of a single-span prestressed concrete I-beam bridge, 0.45 km of approach, and related work on Haggerty Road over Middle Rouge River in Plymouth Township, Wayne County.

Administrative Board Approval Date:	February 6, 2001	
Contract Date:	March 5, 2001	
Original Contract Amount:	\$1,970,565.05	
Total of Overruns/Changes (Approved to Date):	45,607.36	+ 2.31%
Total of Extras/Adjustments (Approved to Date):	137,910.29	+ 7.00%
THIS REQUEST	<u>\$232,484.09</u>	<u>+11.80%</u>
Revised Total	<u>\$2,386,566.79</u>	+ 21.11%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.31% over the original budget for an **Authorized to Date Amount** of \$2,154,082.70.

Approval of this extra will place the authorized status of the contract 21.11% or \$416,001.74 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 8, 13, 15 r.15

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

CM 8 r.4

Substructure Conc-EXTRA	178.000 m3 @ \$500.00/m3	<u>\$89,000.00</u>
Total		<u>\$89,000.00</u>

CM 13 r.5

Field Office	2.000 mo @ \$1,350.00/mo	\$2,700.00
Rem Curing Compound for Longit Mrkg-EXTRA	0.200 m @ \$1.47/m	<u>0.29</u>
Total		<u>\$2,700.29</u>

CM 15 r.15

ADDITIONAL ENGINEERING - EXTRA	1.000 LS @ \$4,403.80/LS	\$4,403.80
GRANULAR EMBANKMENT – EXTRA	1.000 LS @ \$15,450.00/LS	15,450.00
REORDERED BEAMS – EXTRA	1.000 LS @ \$120,930.00/LS	<u>120,930.00</u>
Total		<u>\$140,783.80</u>
Grand Total		<u>\$232,484.09</u>

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

CM 8

The plans show the William rods and tie back sheeting to be encased in concrete. However, there is no quantity for substructure concrete provided. The item “Substructure Conc – EXTRA” was added to compensate the contractor for this work. The contractor provided a unit price, which was based on the unit price of the superstructure concrete and the price of forming and curing, with appropriate deductions. The price was deemed reasonable.

CM 13

Two extras: “FIELD OFFICE;” “Removing Curing Compound, for Longit Mrkg – EXTRA” were established in earlier contract modifications and increased in this contract modification.

CM 15

During construction of the bridge abutments, steel piles were driven to support the earth embankment and establish the concrete cap on which the beams would be seated. The tolerances during construction created a situation where the bearings, when placed, would not properly support four beams. This created several problems, which this CM seeks to remedy.

A consulting engineering firm was contacted and it was decided to replace the beams. The item "ADDITIONAL ENGINEERING – EXTRA" was added to compensate the consultant for additional engineering costs. Costs were submitted by the consultant for the work performed and this was reviewed by the County design office where it was compared to similar work and was deemed fair. The cost to recast new beams was covered in the extra item "REORDERED BEAMS –EXTRA." The price for this item was higher than in the original contract, but was deemed fair because it included casting a much smaller number of beams in an accelerated time frame and disposing of the original beams.

Due to the amount of time needed to recreate the beams, the contractor was unable to obtain suitable backfill materials and could only obtain a higher cost material. The item "GRANULAR EMBANKMENT – EXTRA" was created to compensate the contractor for additional costs of materials and transportation. The contractor submitted cost sheets to document the increased expense.

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

These Extras were recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on May 4, 2004.

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 72.58%; Wayne County, 13.81%; State Restricted Trunkline, 13.61%

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.

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

Zip Code: 48170

OVERRUNS

153. **Overrun 2004 - 15**

Control Section/Job Number: 11112-38612A MDOT

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

State Transportation Commission - Does not meet criteria.

Contractor: D. J. McQuestion & Sons, Inc.
17708 18 Mile Rd
Leroy MI 49655

Designed By: Consultant
Engineer's Estimate: \$10,657,952.49

Description of Project:

2.3 miles of freeway and ramp grading and drainage, reconstruction and bituminous widening of local crossroads, curb and gutter and permanent signing, on US-31 relocated from north of Snyder Road northerly to north of Napier Road, reconstructed Meadowbrook Road and Napier Avenue, and new structures at US-31 relocated under Meadowbrook Road and under Napier Avenue, in Benton and Sodus Townships, Berrien County.

Administrative Board Approval Date:	December 19, 2000	
Contract Date:	February 6, 2001	
Original Contract Amount:	\$9,739,380.81	
Total of Overruns/Changes (Approved to Date):	973,938.08	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	539,410.92	+5.54%
THIS REQUEST	<u>136,256.95</u>	+ <u>1.40%</u>
Revised Total	<u>\$11,388,986.76</u>	+ 16.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.54% over the original budget for an **Authorized to Date Amount** of \$11,252,729.81.

Approval of this overrun will place the authorized status of the contract 16.94% or \$1,649,605.95 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:

Earth Excav	60,800.000 Cyd @ \$1.15/Cyd	\$69,920.00
Embankment (CIP)	27,990.274 Cyd @ \$2.37/Cyd	<u>66,336.95</u>
Total		<u>\$136,256.95</u>

Reason(s) for Overrun(s):

This job estimated excavation and embankment quantities using aerial flight elevations instead of topographic elevations. This can lead to serious discrepancies from actual elevations. For this reason, the quantities for earth excavation and embankment were severely underestimated.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; 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: 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.

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

Zip Codes: 49022

154. **Overrun 2004 - 16**

Control Section/Job Number: 17555-53191 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Norris Contracting, Inc.
770 W. 4 1/2 Mile Road
Sault Ste. Marie MI 49783

Designed By: County
Engineer's Estimate: \$1,308,098.50

Description of Project:

8.14 km of bituminous paving with clearing, grading, structures, subbase, aggregate base, shoulder, pavement markings and slope restoration on Homestead from 1-1/2 Mile Road to 6-1/2 Mile Road in Chippewa County.

Administrative Board Approval Date:	October 1, 2002	
Contract Date:	October 18, 2002	
Original Contract Amount:	\$1,729,724.05	
Total of Overruns/Changes (Approved to Date):	172,972.41	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	18,660.54	+ 1.08%
THIS REQUEST	<u>6,335.90</u>	+ <u>0.37%</u>
Revised Total	<u>\$1,927,692.90</u>	+ 11.45%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.08% over the original budget for an **Authorized to Date Amount** of \$1,921,357.00.

Approval of this overrun will place the authorized status of the contract 11.45% or \$197,968.85 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Aggregate Base	246.492 t @ \$13.54/t	\$3,337.50
Bit Approach	64.000 t @ \$46.85/t	<u>2,998.40</u>
Total		<u>\$6335.90</u>

Reason(s) for Overrun(s):

This area is prone to washouts at curves and on hills. In these areas, the shoulders were widened and strengthened to prevent future washouts. Although the bid items “Aggregate Base” and “Bit Approach” were in the contract, the additional quantities used to do this work pushed the job into overrun status.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; Chippewa County, 20%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 49783

155. **Overrun 2004 -17**

Control Section/Job Number: 29011-46268 B07 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: Central Michigan Contracting, Inc.
P.O. Box 236
Clare MI 48617

Designed By: MDOT
Engineer's Estimate: \$144,900.00

Description of Project:

Demolition of department owned real estate parcels in Gratiot County.

Administrative Board Approval Date:	May 06, 2003	
Contract Date:	May 23, 2003	
Original Contract Amount:	\$99,700.00	
Total of Overruns/Changes (Approved to Date):	9,970.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>43,427.00</u>	+ <u>43.56%</u>
Revised Total	<u>\$153,097.00</u>	+ 53.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$109,670.00.

Approval of this overrun will place the authorized status of the contract 53.56% or \$53,397.00 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Friable Asbestos, Rem & Disposal	6293.000 Sft @ \$3.00/Sft	\$18,879.00
Non-Friable Asbestos, Rem & Disposal	12,274.000 Sft @ \$2.00/Sft	<u>24,548.00</u>
Total		<u>\$43,427.00</u>

Reason(s) for Overrun(s):

It is very difficult to estimate actual quantities of asbestos removal. The quantities submitted by TEC Asbestos Survey Reports were considerably higher than those estimated for the project.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and is now recommended for approval by the State Administrative Board on May 4, 2004.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%

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

Risk Assessment: The risk associated with not doing this work is that we would be in violation of environmental laws.

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 48847, 48806

156. **Overrun 2004 - 18**

Control Section/Job Number: 33403-55949 Local Agency Project

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

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

Contractor: L & L Construction Co., Inc.
4195 Willoughby Road
Holt, MI 48842

Designed By: Local Agency
Engineer's Estimate: \$232,603.25

Description of Project:

0.51 mi of median island curb and gutter removal and replacement and pavement resurfacing on Trowbridge Road from Arbor to Harrison Avenue in the city of East Lansing, Ingham County.

Administrative Board Approval Date:	May 06, 2003	
Contract Date:	May 07, 2003	
Original Contract Amount:	\$218,130.05	
Total of Overruns/Changes (Approved to Date):	21,813.01	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	(22,844.83)	-10.47%
THIS REQUEST	<u>\$15,635.74</u>	+ <u>7.17%</u>
Revised Total	<u>\$232,733.97</u>	+ 6.70%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.47% under the original budget for an **Authorized to Date Amount** of \$217,098.23.

Approval of this overrun will place the authorized status of the contract 6.70% or \$14,603.92 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Aggregate Base, 6 Inch	2,259.500 Syd @ \$6.92/Syd	\$15,635.74
Total		<u>\$15,635.74</u>

Reason(s) for Overrun(s):

The original quantity was miscalculated during design and the error was carried over to the project estimate. The item was necessary to complete the project. Due to the increase in quantities, the engineer negotiated an adjustment in the cost of the original bid item, decreasing the cost from \$13.83/Syd to \$6.92/Syd. Since the negative adjustment is included with extras, this item now shows to be in overrun status even though the total increase due to the miscalculated quantity is only \$16,574.69.

The above bid item is in the current contract; the price was calculated using the original bid price.

This Overrun was recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and is now recommended for approval by the State Administrative Board on May 4, 2004.

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%; City of East Lansing, 18.15%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 48823

157. **Overrun 2004 - 19**

Control Section/Job Number: 58151-75867 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: Kelcris Corporation
P.O. Box 362
Williamston, MI 48895

Designed By: MDOT Agency
Engineer's Estimate: \$574,913.04

Description of Project:

3.5 mi of concrete pavement repairs and diamond grinding on northbound I-75, from LaPlaisance Road northerly to Dixie Highway in the city of Monroe, Frenchtown and Monroe Townships, Monroe County.

Administrative Board Approval Date:	September 2, 2003	
Contract Date:	September 16, 2003	
Original Contract Amount:	\$499,913.02	
Total of Overruns/Changes (Approved to Date):	49,991.30	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	1,840.00	+0.37%
THIS REQUEST	<u>225,497.81</u>	+ <u>45.11%</u>
Revised Total	<u>\$777,242.13</u>	+ 55.48%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.37% over the original budget for an **Authorized to Date Amount** of \$551,744.32.

Approval of this overrun will place the authorized status of the contract 55.48% or \$277,329.11 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:

Pavt Repr, Reinf Conc, 13 Inch	1,275.000 Syd @ \$65.60/Syd	\$83,640.00
Non-Chloride Accelerator	641.000 Gal @ \$62.35/Gal	39,966.35
Pavt Repr, Reinf Conc, 12 inch	700.000 Syd @ \$117.00/Syd	81,900.00
Pavt Repr, Rem	2,161.239 Syd @ \$9.25/Syd	<u>19,991.46</u>
Total		<u>\$225,497.81</u>

Reason(s) for Overrun(s):

It is very difficult to estimate the exact number of concrete patches that need to be replaced when design is done several years in advance. Once this project began, it was discovered that additional patching was needed. Additional quantities of "Pavt Repr, Reinf Conc, 13 inch," "Non-Chloride Accelerator," "Pavt Repr, Reinf Conc, 12 inch," and "Pavt Repr, Rem" were needed to ensure that the pavement would reach the estimated design life.

All of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and is now recommended for approval by the State Administrative Board on May 4, 2004.

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, 90%; State Restricted Trunkline Funds, 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: 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.

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

Zip Codes: 49221

158. **Overrun 2004 - 20**

Control Section/Job Number: 77412-49772 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Angelo Iafrate Construction Company
26400 Sherwood
Warren MI 48091

Designed By: Local Agency
Engineer's Estimate: \$790,883.25

Description of Project:

1.88 mi of road-widening and bituminous resurfacing on North River Road/North Road from Wadhams to Walker, St. Clair County.

Administrative Board Approval Date:	May 07, 2002	
Contract Date:	May 20, 2002	
Original Contract Amount:	\$711,975.59	
Total of Overruns/Changes (Approved to Date):	71,197.56	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	14,962.52	+2.10%
THIS REQUEST	<u>7,129.70</u>	+ <u>1.00%</u>
Revised Total	<u>\$805,265.37</u>	+ 13.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.10% over the original budget for an **Authorized to Date Amount** of \$798,135.67.

Approval of this overrun will place the authorized status of the contract 13.10% or \$93,289.78 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:

Riprap, Plain	143.744 Syd @ \$49.60/Syd	<u>7,129.70</u>
Total		<u>\$7,129.70</u>

Reason(s) for Overrun(s):

After an on-site inspection by the Michigan Department of Environmental Quality (DEQ), additional erosion control measures were deemed necessary. Additional riprap was placed to comply with the DEQ request.

The above bid item is in the current contract and the price was calculated using the original bid price.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; St. Clair County, 18.15%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 48049

159. **Overrun 2004 - 21**

Control Section/Job Number: 81555-75010 Local Agency Project

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

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

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville MI 48111-0787

Designed By: County
Engineer's Estimate: \$1,709,901.00

Description of Project:

8.64 mi of road resurfacing, including hot mix asphalt base, wedging and paving, aggregate shoulders, pavement marking, and slope restoration on Plymouth Road from M-153 to Napier Road in Superior Township and on Whitmore Lake Road from Warren Road to 5 Mile Road in Ann Arbor and Northfield Townships, Washtenaw County.

Administrative Board Approval Date:	August 19, 2003	
Contract Date:	August 29, 2003	
Original Contract Amount:	\$1,528,637.38	
Total of Overruns/Changes (Approved to Date):	152,863.74	+10.00 %
Total of Extras/Adjustments (Approved to Date):	33,459.94	+2.19%
THIS REQUEST	<u>83,084.99</u>	+ <u>5.44%</u>
Revised Total	<u>\$1,798,046.05</u>	+ 17.63%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.19% over the original budget for an **Authorized to Date Amount** of \$1,714,961.06.

Approval of this overrun will place the authorized status of the contract 17.63% or \$269,408.67 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

HMA, 3C, Wedging	1500.000 Ton @ \$30.50/Ton	\$45,750.00
HMA Approach	533.357 Ton @ \$70.00/Ton	<u>37,334.99</u>
Total		<u>\$83,084.99</u>

Reason(s) for Overrun(s):

There is a large amount of variability in actual field conditions when estimating the amount of required “HMA, 3C, Wedging.” On this project, the profile of the road varied substantially from the typical used in the design estimation stage. This created a large under-estimation of this bid item.

The item “HMA Approach” is used to repair private driveways after a roadway they are attached to is resurfaced. It appears the plan quantities for this item were severely underestimated.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its April 29, 2004 meeting, and is now recommended for approval by the State Administrative Board on May 4, 2004.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

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

Zip Codes: 48105, 48170

160. **Overrun 2004 - 22**

Control Section/Job Number: 82457-56210A Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Florence Cement Company
12798 23 Mile Road
Shelby Twp. MI 48315

Designed By: County

Engineer's Estimate: \$637,857.34

Description of Project:

Cold milling bituminous surface, bituminous resurfacing, concrete pavement overlay, concrete pavement repair, guardrail replacement, and adjusting of drainage structures on Oakman from Michigan Avenue (US-12) to Ford Road (M-153) in Wayne County.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	May 15, 2003	
Original Contract Amount:	\$568,229.75	
Total of Overruns/Changes (Approved to Date):	56,822.98	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,388.12	+ 0.95%
THIS REQUEST	<u>1,785.70</u>	+ <u>0.31%</u>
Revised Total	<u>\$632,226.55</u>	+ 11.26%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.95% over the original budget for an **Authorized to Date Amount** of \$630,440.85.

Approval of this overrun will place the authorized status of the contract 11.26% or \$63,996.80 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Misc. Concrete Overlay, Fiber Reinforced, Furnished Only	5.000 m3 @ \$178.00/m3	\$890.00
Misc. Concrete Overlay, NonReinforced Furnished Only	5.300 m3 @ \$169.00/m3	<u>895.70</u>
Total		<u>\$1,785.70</u>

Reason(s) for Overrun(s):

The concrete overlay for this job was estimated at a two percent slope and a uniform depth during the design stage. When construction began, the top layer of asphalt was milled off and it was determined that the underlying pavement used a parabolic crown that slopes at a much steeper slope near the curb line. To make the final grade of the new pavement match a two percent grade, more material was needed at the outside edges and both concrete items listed above had to be increased.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 78.48%; Wayne County, 21.52%

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.

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

Zip Codes: 48126

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution 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