

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - June 28, 2006 - 3:30 P.M.
State Administrative Board Meeting - July 5, 2006 - 11:00 A.M.

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

1. DIRECT OIL AND GAS LEASES (4) - NONDEVELOPMENT: DTE Gas & Oil Company, of Traverse City, Michigan, 637.00 acres, more or less, of Department of Natural Resources, State-owned minerals located in Section 21, T30N, R06W, Chestonia Township, Antrim County.
Tabled
Terms: One-year term, no extensions, 3/16 royalty, \$63,700.00 bonus consideration (\$100.00 per acre), and \$2.00 per acre rental.
2. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Ward Lake Energy of Gaylord, Michigan, 0.96 acre, more or less, of Department of Transportation, State-owned minerals located in Section 4, T30N, R05W, Star Township, Antrim County.
Terms: One-year term, no extensions, 1/4 royalty, \$50.00 bonus consideration (50.00 per acre), and \$5.00 minimum rental.
3. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: DTE Gas & Oil Company, of Traverse City, Michigan, 40.00 acres, more or less, of Department of Natural Resources, State-owned minerals located in Section 17, T30N, R02E, Briley Township, Montmorency County.
Terms: One year term, no extensions, 1/6 royalty, \$520.00 bonus consideration (\$13.00 per acre), and \$2.00 per acre rental.
4. DIRECT OIL AND GAS LEASES (5) - NONDEVELOPMENT: DTE Gas & Oil Company, of Traverse City, Michigan, 13.866 acres, more or less, of Department of Transportation, State-owned minerals located in Sections 8, 17, and 20, T23N, R15W, Bear Lake Township, Manistee County.
Terms: One-year term, no extensions, 3/16 royalty, \$700.00 bonus consideration (\$50.00 per acre), and \$2.00 per acre rental.
5. DIRECT OIL AND GAS LEASES (2) - DEVELOPMENT: Croft, L.L.C., of Traverse City, Michigan, 120.00 acres, more or less, of Department of Natural Resources, State-owned minerals located in Sections 28 and 29, T30N, R05W, Star Township, Antrim County.
Terms: One-year term, no extensions 3/16 royalty, \$24,000.00 bonus consideration (\$200.00 per acre), and \$2.00 per acre rental.

* Denotes a non-standard contract/amendment

The Director of the Department of Natural Resources approved Item 1 on June 1, 2006. The Chief, Forest, Mineral and Fire Management approved Items 2 through 4 on June 1, 2006 and Item 5 on June 2, 2006. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

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

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 28, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: July 5, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

SUBCONTRACTS

1.	United Asphalt 1310 Wadhams Road Kimball, MI 48074	Low Bid: Optional 1st Year: Optional 2nd Year:	\$44,476 \$44,476 \$44,476
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Description of Work: Curb Sweeping

Approval is requested to authorize the St. Clair County Road Commission to award a one-year subcontract for mobile curb sweeping and pickup of the curbed and barrier wall locations of the state trunklines in St. Clair County. The subcontract includes the option of two additional one-year extensions based on the original contract price. The project was advertised, and three bids were received. The lowest bidder 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.

Purpose/Business Case: To provide for the sweeping of curbs and the pickup of curbed and barrier wall locations of state trunklines in St. Clair County. The work will include the pickup and disposal of materials.

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

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The curbs and walls are in need of sweeping and pickup to allow proper drainage and safer roads.

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

Selection: Low bid.

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

Zip Code: 48074.

* Denotes a non-standard contract/amendment

2.	Highway Maintenance and Construction P.O. Box 74411 Romulus, MI 48174	Low Bid: Optional 1st Year: Optional 2nd Year:	\$44,200 \$44,200 \$44,200
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Description of Work: Spray Patching

Approval is requested to authorize the St. Clair County Road Commission to award a one-year subcontract for spray patching of cracks and potholes in St. Clair County. The subcontract includes the option of two additional one-year extensions based on the original contract price. The project was advertised, and two bids were received. The lowest bidder 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.

Purpose/Business Case: To improve the safety of the road by patching cracks and potholes on the state trunkline in St. Clair County.

Benefit: Will provide for a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The roadway is in need of repair to make it safer.

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

Selection: Low bid.

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

Zip Code: 48174.

3.	National Industrial Maintenance 4400 Stecker Dearborn, MI 48126	Low Bid: Optional 1st Year: Optional 2nd Year:	\$34,485 \$34,485 \$34,485
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Description of Work: Catch Basin Cleaning with Sewer Jet and Operator

Approval is requested to authorize the St. Clair County Road Commission to award a one-year subcontract for catch basin cleaning on all state trunklines in St. Clair County. The subcontract includes the option of two additional one-year extensions based on the original contract price. The project was advertised, and four bids were received. The lowest bidder 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.

Purpose/Business Case: To provide for catch basin and sewer line cleaning to be performed on all state trunklines in St. Clair County.

Benefit: Regular cleaning of catch basins is required to ensure proper operation of the roadway drainage system, allowing it to convey water from the roadway surface and subgrade.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: Proper operation of the catch basins and road drainage system will ensure that safe driving conditions are maintained during storms and will extend the life and integrity of the roadway.

* Denotes a non-standard contract/amendment

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

Selection: Low bid.

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

Zip Code: 48126.

4.	Six-S, Inc.	Low Bid	\$406,933.30
	2210 Scott Lake Road	Engineers Estimate	\$396,174
	Waterford, MI 48328	Over/Under	+ 2.7%

Description of Work: Concrete Pavement Repairs

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for concrete pavement repairs on M-53 between 23 Mile Road and 27 Mile Road and for the removal and replacement of 100 feet of the median concrete barrier wall on I-94 north of 12 Mile Road in Macomb County. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To make the road smoother and safer in Macomb County.

Benefit: Will provide for a smoother and safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The roadway is in need of repair to provide a safer driving surface.

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

Selection: Low bid.

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

Zip Code: 48328.

5.	B & L Landscaping	Subcontract Amount:	\$86,250
	13200 Northend		
	Oak Park, MI 48237		

Description of Work: Mowing and Litter Pickup

Approval is requested to authorize the Wayne County Road Commission to award the final year of a three-year subcontract for roadside mowing to be performed on I-94 from St. Aubin to Eight Mile Road in Wayne County. The project was advertised, and four bids were received. The subcontract was awarded to the low bidder and approved by the State Administrative Board on April 20, 2004. The low bid contractor is unable to complete the final year of the subcontract, so the work was offered to the next lowest bidder, who declined. The subcontract was awarded to the third lowest bidder. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on I-94 from St. Aubin to Eight Mile Road in Wayne County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

6. **B & B Lawn Service** **Subcontract Amount:** **\$63,456**
5392 Pleasant Hill Drive
Fenton, MI 48430

Description of Work: Mowing and Litter Pickup

Approval is requested to authorize the Wayne County Road Commission to award the final year of a three-year subcontract for roadside mowing to be performed on I-275 from Eight Mile Road to Will-Carleton Road in Wayne County. The project was advertised, and four bids were received. The subcontract was awarded to the low bidder and approved by the State Administrative Board on April 20, 2004. The low bid contractor is unable to complete the final year of the subcontract, so the work was offered to the next lowest bidder, who accepted. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on I-275 from Eight Mile Road to Will-Carleton Road in Wayne County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48430.

7. **B & L Landscaping** **Subcontract Amount:** **\$64,768**
13200 Northend
Oak Park, MI 48237

Description of Work: Mowing and Litter Pickup

Approval is requested to authorize the Wayne County Road Commission to award the final year of a three-year subcontract for roadside mowing to be performed on M-39 from I-94 to Eight Mile Road in Wayne County. The project was advertised, and five bids were received. The subcontract was awarded to the low bidder and approved by the State Administrative Board on April 20, 2004. The low bid contractor is unable to complete the final year of the subcontract, so the work was offered to the next lowest bidder, who declined. The subcontract was awarded to the third lowest bidder. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on M-39 from I-94 to Eight Mile Road in Wayne County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

8. **B & L Landscaping** **Subcontract Amount:** **\$67,344**
13200 Northend
Oak Park, MI 48237

Description of Work: Mowing and Litter Pickup

Approval is requested to authorize the Wayne County Road Commission to award the final year of a three-year subcontract for roadside mowing to be performed on I-75 from Meade Street to Eight Mile Road in Wayne County. The project was advertised, and five bids were received. The subcontract was awarded to the low bidder and approved by the State Administrative Board on April 20, 2004. The low bid contractor is unable to complete the final year of the subcontract, so the work was offered to the next lowest bidder, who accepted. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on I-75 from Meade Street to Eight Mile Road in Wayne County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

9. **B & L Landscaping, Inc.** **Subcontract Amount:** **\$65,208**
13200 Northend
Oak Park, MI 48237

Description of Work: Mowing and Litter Pickup

Retroactive approval is requested for maintenance services subcontracted by the Wayne County Road Commission for roadside mowing performed on I-75 from north of Vernor Highway to Goddard Road in Wayne County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract was awarded on May 25, 2006, and work began on May 30, 2006. The subcontract is in effect from May, 25, 2006, through December 31, 2006. The paperwork for the subcontract was not submitted due to an oversight. Approval is now requested to correct this error. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on I-75 from north of Vernor Highway to Goddard Road in Wayne County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

10. **B & L Landscaping, Inc.** **Subcontract Amount:** **\$110,124**
13200 Northend
Oak Park, MI 48237

Description of Work: Mowing and Litter Pickup

Retroactive approval is requested for maintenance services subcontracted by the Wayne County Road Commission for roadside mowing performed on I-94 from Second Avenue to Rouge River in Wayne County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract was awarded on May 25, 2006, and work began on May 30, 2006. The subcontract is in effect from May, 25, 2006, through December 31, 2006. The paperwork for the subcontract was not submitted due to an oversight. Approval is now requested to correct this error. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on I-94 from Second Avenue to Rouge River in Wayne County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

11. **B & L Landscaping, Inc.** **Subcontract Amount:** **\$91,494**
13200 Northend
Oak Park, MI 48237

Description of Work: Mowing and Litter Pickup

Retroactive approval is requested for maintenance services subcontracted by the Wayne County Road Commission for roadside mowing performed on I-96 from McGraw Avenue to John Hix Road in Wayne County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract was awarded on May 25, 2006, and work began on May 30, 2006. The subcontract is in effect from May, 25, 2006, through December 31, 2006. The paperwork for the subcontract was not submitted due to an oversight. Approval is now requested to correct this error. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on I-96 from McGraw Avenue to John Hix Road in Wayne County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

12. **B & L Landscaping, Inc.** **Subcontract Amount:** **\$25,704**
13200 Northend
Oak Park, MI 48237

Description of Work: Mowing and Litter Pickup

Retroactive approval is requested for maintenance services subcontracted by the Wayne County Road Commission for roadside mowing performed on US-10 from Warren Avenue to Civic Center Drive in Wayne County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract was awarded on May 25, 2006, and work began on May 30, 2006. The subcontract is in effect from May, 25, 2006, through December 31, 2006. The paperwork for the subcontract was not submitted due to an oversight. Approval is now requested to correct this error. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on US-10 from Warren Avenue to Civic Center Drive in Wayne County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

13. **B & L Landscaping, Inc.** **Subcontract Amount:** **\$37,179**
13200 Northend
Oak Park, MI 48237

Description of Work: Mowing and Litter Pickup

Retroactive approval is requested for maintenance services subcontracted by the Wayne County Road Commission for roadside mowing performed on US-10 from Wyoming Avenue to I-94 in Wayne County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract was awarded on May 25, 2006, and work began on May 30, 2006. The subcontract is in effect from May, 25, 2006, through December 31, 2006. The paperwork for the subcontract was not submitted due to an oversight. Approval is now requested to correct this error. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on US-10 from Wyoming Avenue to I-94 in Wayne County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

CONTRACTS

14. HIGHWAYS (Real Estate) – Resolution “A” (Easement – Wetland Mitigation Site)
Tract 585, Control Section 30012, Job Number 51595B, Parcel 101, Part A, Parcel 102, Part B

The subject tract is located in the township of Litchfield, Hillsdale County, Michigan, and contains approximately 1.47 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation site agreement on the subject property. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged in the conveying of this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: MDOT is proposing to convey an easement to MDEQ on a parcel of land that was used for wetland mitigation. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.

Benefit: By conveying the easement on the subject property, MDOT will be complying with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.

Funding Source: No money will be exchanged in the conveying of this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: MDOT is required under permit conditions to convey an easement on this parcel to the MDEQ.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49252.

15. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)
Tract 903, Control Section 41012, Parcel 59A, Part A

The subject tract is located in Plainfield Township, Kent County, Michigan, and contains approximately 0.727 acres. Tract easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Plainfield Township, the current underlying fee owner. The relinquishment processing fee of \$500 has been waived because the township will be utilizing the property for a public use to benefit the taxpayers of Michigan. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 10, 2006. The property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

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

Funding Source: N/A - revenue generating.

Commitment Level: Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500. The fee may be waived if it is in the best interest of MDOT.

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49306.

16. HIGHWAYS (Real Estate) – Resolution “D” (Excess Property Exchange and Relinquishment of Easement Exchange)

Tract 1030, Control Section 70014, Parcel 301, Part A

Tract 1034, Control Section 70014, Parcel 300, Part A

Resolutions regarding the subject tracts were previously approved by the State Administrative Board on May 16, 2006. Upon further review of the file, it was determined that the type of transaction presented was incorrect. Tract 1030 is located in the city of Grand Haven, Ottawa County, Michigan, and contains approximately 10,640 square feet. Tract 1034 is located in the city of Grand Haven, Ottawa County, Michigan, and contains approximately 10,345 square feet. In 2004, MDOT and the City of Grand Haven closed on an advanced purchase real estate transaction that provided MDOT additional right-of-way for the future reconstruction of the US-31 bridge over the Grand River and the south channel. During the advance acquisition process, MDOT worked with the City of Grand Haven and its consultant to coordinate MDOT’s right-of-way needs with the City’s plans to redevelop its property. As part of this transaction, MDOT acquired a parcel from the city for a retention basin (Tract 1034) and also obtained two separate drainage easements that were designed based on the city’s development plan for the surrounding land (Tract 1030). The City of Grand Haven has recently revised its development plan, which impacts the 2004 transaction. The city’s revised plan requests the following: (1) that MDOT deed back the retention basin property (Tract 1034) in exchange for the city deeding additional right-of-way to MDOT; and (2) that MDOT relinquish its existing drainage easements (Tract 1030) in exchange for one drainage easement to be conveyed to MDOT. The property being deeded back to the city is 10,345 square feet, and the property being deeded to MDOT is 10,940 square feet, which results in a mutual exchange. The relinquishment processing fee of \$500 has been waived because the value of the easement being conveyed to MDOT exceeds the processing fee. The transaction was approved for exchange by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on April 18, 2006. Tract 1030 was not offered to the local municipalities because MDOT does not own the underlying fee, and Tract 1034 was not offered to the local municipalities because it is part of an exchange. The tracts were determined to be excess by the Bureau of Highways - Development.

Mutual Exchange

Purpose/Business Case: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

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

Funding Source: N/A - revenue generating.

Commitment Level: Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500. The fee may be waived if it is in the best interest of MDOT.

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49417.

17. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan
Contract (2006-0431) between MDOT and the City of Ionia is a state infrastructure bank (SIB) loan to assist the City of Ionia in financing an upgrade of a communications tower for its Dial-A-Ride program. The loan will allow the City of Ionia to upgrade and interface the current Dial-A-Ride communication system with the Michigan Public Safety Communication System to allow local governmental facilities to have reliable digital voice communications. MDOT will loan \$484,079 at 3 percent interest to the City. The contract will be in effect from the date of award through December 31, 2010. Source of Funds: SIB Loan Funds - \$484,079.

Purpose/Business Case: This contract will provide SIB loan funds to the City of Ionia for the upgrade and interface of the communication tower with the Michigan Public Safety Communications Radio System.

Benefit: The upgrade will allow public transit agencies, hospitals, utility workers, public health officials, and other public services the availability of reliable digital voice communications to coordinate responses.

Funding Source: SIB Loan Funds - \$484,079.

Commitment Level: The contract is for a fixed amount.

Risk Assessment: If the City of Ionia does not receive the loan, it may not be able to complete the project in a timely matter, which could increase costs.

Cost Reduction: The loan will cover only costs for which funding is not available from other sources.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48846.

18. HIGHWAYS - Increase Services and Amount, Extend Term
Amendatory Contract (2001-0338/A7) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for the performance of additional design services for drainage work and ramp reconstruction, will increase the contract amount by \$392,963.70, and will extend the contract term by one year to provide sufficient time for the consultant to complete the additional services. The additional services will include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans. Lansing Hydraulics has requested the additional services because of a change in the soils classification and because the site conditions require more detailed technical calculations. The original contract provides for the design of the reconstruction of US-31 from Napier Road to I-94 in Berrien County (CSs 11016, 11112 – JN 49719). The revised contract term will be March 26, 2001, through March 31, 2008. The revised contract amount will be \$9,172,425.39. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services for drainage work and ramp reconstruction. This amendment will increase the contract amount by \$392,963.70 and will extend the contract term by one year.

Benefit: This service will enhance public safety, reduce travel time, and provide a more efficient, safe, aesthetically pleasing trunkline.

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 amendment is not approved, this segment of the trunkline will not consist of the most efficient and safe design possible. Not having the plans complete and ready to construct when funding becomes available will result in possible economic impacts for the city of Benton Harbor.

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

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

New Project Identification: This is not a new project.

Zip Code: 49022.

19. HIGHWAYS - IDS University Research Services

Authorization (Z10) under Contract (2003-0026) between MDOT and the University of Michigan will provide for a study of link slab technology to control early age cracking from the use of engineered cementitious composites (ECC). The authorization will be in effect from the date of award through one year. The authorization amount will be \$87,900.87. The contract term is October 21, 2003, through October 21, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a study of link slab technology to control early age cracking from the use of ECC. ECC is a unique type of strain-hardening cementitious material.

Benefit: This research will provide for enhanced service life for Michigan's bridge decks and beam ends and a reduction in maintenance costs.

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

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

Risk Assessment: If this project is not authorized, a reduction in maintenance costs will not be realized. Early age cracking may shorten the service life of the link slab and cause significant durability concerns.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48109.

20. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0343/A2) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z17), for which additional time is needed for completion of the 2004-2005 Signal Optimization Program Management Project for M-53 in Macomb County (CS 82900 - JN 59197). The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be August 22, 2003, through August 22, 2007. The maximum contract amount remains unchanged at \$5,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete an ongoing project under authorization (Z17). No new authorizations will be issued under this contract.

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval.

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

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

Risk Assessment: Failure to extend the expiration date will allow the contract to terminate and not allow ongoing authorizations issued under it to be extended.

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

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

New Project Identification: This is not a new project.

Zip Code: 48047.

21. *HIGHWAYS - Increase Services and Amount

Amendatory Contract (2005-0049/A2) between MDOT and Rowe, Inc., will provide for the performance of additional design services and will increase the contract amount by \$48,192.38. The additional services will include the reworking of the cross sections, alignments, and drainage and calculation quantities necessary for the project. The additional services are required because of delays in MDOT software changes. MDOT mandated that all design consultants upgrade their software to Microstation Version 8 (V8) and Geopak by October 1, 2005. Rowe, Inc., had AutoCad instead of Microstation. Rowe, Inc., obtained Microstation V8 and began working on the project; however, MDOT was unable to complete its implementation of Microstation V8 by its due date because of unforeseen system problems. The original contract provides for complete pavement rehabilitation and reconstruction with median/drainage enclosure on northbound and southbound roads along I-75 from Birch Run Creek to Bridgeport, Saginaw County (CS 73171 – JN 75246C). The contract term remains unchanged, February 10, 2005, through February 1, 2008. The revised contract amount will be \$1,231,556.20. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services and to increase the contract amount by \$48,192.38. The additional services include the reworking of the cross sections, alignments, and drainage and calculation quantities necessary for this project. The additional services are required because of delays in MDOT software changes.

Benefit: Will improve the road surface, drainage, and traffic safety to meet MDOT freeway strategies.

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: Without rehabilitation, the roadway may incur increased maintenance costs and traffic safety risks.

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

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

New Project Identification: This is not a new project.

Zip Code: 48722.

22. HIGHWAYS- Time Extension

Amendatory Contract (2005-0076/A1) between MDOT and Lea Consulting, Ltd., will extend the contract term by fourteen months. The additional time is needed due to a delay in gaining consensus on landscaping alternatives with the City of Port Huron. The original contract provides for detailed design and contract administration for the Blue Water Bridge closed circuit television security and alarm system (Security System Deployment Project) in Port Huron, St. Clair County (CS (B04) of 77111 - JN 82503C). The work items include complete specifications and design, construction oversight, and training for the entire system to ensure equipment and system compatibility. The revised contract term will be March 4, 2005, through September 30, 2007. The contract amount remains unchanged at \$599,372. Source of Funds: 75% State Restricted Trunkline Funds and 25% Homeland Security Funds.

Purpose/Business Case: To extend the contract term by fourteen months. The additional time is needed due to a delay in gaining consensus on landscaping alternatives with the City of Port Huron.

Benefit: By completing this project we will be able to provide a comprehensive plan for the design and installation of a security system that will significantly reduce bridge vulnerability in the event of terrorist attacks.

Funding Source: 75% State Restricted Trunkline Funds and 25% Homeland Security Funds.

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

Risk Assessment: Failure to authorize this amendment could result in the delay of the implementation of security measures and will result in continued vulnerability from terrorist attacks. Such an event could result in loss of life and catastrophic economic damages.

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

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

New Project Identification: This is not a new project.

Zip Code: 48060.

23. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2005-0526) between MDOT and Construction Technical Specialists, LLC, will provide for the performance of additional as-needed construction technical services and will increase the authorization amount by \$150,974.20. The original authorization provides for as-needed construction technical services to be performed for various state construction projects located in the Detroit Transportation Service Center area. The authorization term remains unchanged, March 16, 2006, through September 8, 2008. The revised authorization amount will be \$249,006.40. The contract term is September 8, 2005, through September 8, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for the performance of additional as-needed construction technical services. The original authorization was issued at a dollar amount under the State Administrative Board threshold to provide for immediate services.

Benefit: Will provide construction technical services required to satisfy state and federal guidelines for the administration of highway construction projects.

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

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

Risk Assessment: Not authorizing this revision could result in the loss of federal participation on this and subsequent highway construction projects.

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

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

New Project Identification: This is not a new project.

Zip Code: 48216.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed geotechnical and pavement investigation services and soil erosion and sedimentation control reviews to be performed for various projects within the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing, standard penetration testing, and preparation of test reports. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$249,970.60. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed geotechnical and pavement investigation services and soil erosion and sedimentation control reviews to be performed for various projects within the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing, standard penetration testing, and preparation of test reports.

Benefit: Will provide for testing services that are required by federal law to be performed on construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

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

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

Risk Assessment: If these services are not authorized, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

25. HIGHWAYS - IDS Engineering Services

Contract (2006-0464) between MDOT and OT Services will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

26. HIGHWAYS - IDS Engineering Services

Contract (2006-0466) between MDOT and Wilcox Professional Services, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5188) between MDOT and the City of Norway will provide for participation in the following Transportation Enhancement improvements:

Non-motorized pathway work along abandoned railroad right-of-way from Main Street southeasterly to Hamburg Lake Road and in Marion Park from South Case Street southeasterly to Brown Street (Highway US-8).

Estimated Funds:

Federal Highway Administration Funds	\$177,660
City of Norway Funds	<u>\$151,340</u>
Total Funds	<u>\$329,000</u>

STE 22900 – 58138; Dickinson County
Local Letting

* Denotes a non-standard contract/amendment

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

Benefit: Will provide pedestrian and bicycle facilities.

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

Commitment Level: 54% federal up to \$177,660 and the balance by City of Norway; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49870.

28. HIGHWAYS – Cost Participation for Local Agency Construction Contract
Amendatory Contract (2006-5194) between MDOT and the City of the Village of Clarkston will provide for participation in the following improvements:

PART A

Watermain construction along Highway M-15 from north of Paramus Street to south of Highway I-75.

PART B

Construction of streetscaping improvements along Highway M-15 from approximately 500 feet south of Waldon Road to approximately 700 feet north of Washington Street.

PART C

Construction of landscaping improvements along Highway M-15 from approximately 500 feet south of Waldon Road to approximately 700 feet north of Washington Street.

The purpose of this amendment is to establish a cap on the city’s construction engineering costs for the Part A portion of the project. The costs for the project work remain unchanged.

	<u>Federal</u>	<u>MDOT</u>	<u>City</u>	<u>Total</u>
PART A	\$ 0	\$ 0	\$1,200,000	\$1,200,000
PART B	\$409,200	\$ 90,800	\$ 0	\$ 500,000
PART C	\$ 51,300	\$ 11,350	\$ 0	\$ 62,650
TOTAL	<u>\$460,500</u>	<u>\$162,150</u>	<u>\$1,200,000</u>	<u>\$1,762,650</u>

M63071 – 49286; STE 63071 – 51163, 55431; Oakland County
Amendment

Purpose/Business Case: To amend original contract to establish a cap on the City’s construction engineering costs for the Part A portion of the project

Benefit: Will provide timely financial closeout of the project.

Funding Source: City funds for Part A.

Commitment Level: 100% city funds up to \$67,219.59 for construction engineering for Part A.

Risk Assessment: With amendment, the city’s participation for construction engineering costs is clarified.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48346.

* Denotes a non-standard contract/amendment

29. HIGHWAYS - Cost Participation for Preliminary Engineering
 Contract (2006-5209) between MDOT and Michigan State University will provide for participation in the following improvements:

PART A

The performance of preliminary engineering activities for reconstruction and realignment work along Farm Lane from Mt. Hope Road northerly to Trowbridge Road with underpasses for the railroad tracks of CSX Transportation, Inc. (X01 of 33-10-21), and the railroad tracks of Canadian National Railway (X02 of 33-10-21).

PART B

The review of preliminary engineering for structure X01 of 33-10-21, which carries the railroad tracks of CSX Transportation, Inc., over Farm Lane.

PART C

The review of preliminary engineering for structure X02 of 33-10-21, which carries the railroad tracks of Canadian National Railway over Farm Lane.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$1,600,000	\$160,000	\$160,000	\$1,920,000
Michigan State University Funds	\$ 400,000	\$ 40,000	\$ 40,000	\$ 480,000
Total Funds	<u>\$2,000,000</u>	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$2,400,000</u>

Federal Highway Administration Funds
 Michigan State University Funds

HPSL 33010 – 87316; 87317; 87318
 Preliminary Engineering by MDOT

Purpose/Business Case: To allow MDOT to perform design for the project, receive concurrence by the respective railroad companies for the design of the project, and bill Michigan State University for the local agency's share of the cost.

Benefit: Will allow the project to move forward and funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to be expended.

Funding Source: Federal High Priority Project – SAFETEA-LU Funds and Michigan State University Funds.

Commitment Level: 80% federal, 20% Michigan State University; based on estimate.

Risk Assessment: Project cannot proceed and federal funds cannot be expended for the design without MDOT performing the work for Part A and the respective railroad companies performing the work for Parts B and C.

Cost Reduction: For Part A, the hourly costs are fixed; however, the number of hours to perform this work has been estimated. Work for Parts B and C is to be performed by the respective railroad companies with their estimates reviewed by MDOT to make sure costs are reasonable and valid.

Selection: Selection of consultant hired by MDOT to perform design work for Part A is to be qualifications-based. N/A for Parts B and C.

New Project Identification: New design for the reconstruction and realignment of existing roadway.

Zip Code: 48825.

* Denotes a non-standard contract/amendment

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5239) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along West Duck Lake Road from approximately one mile south of Highway US-45 southerly approximately 0.6 miles, including base crushing and shaping, aggregate base, shoulders, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$59,800
Gogebic County Road Commission Funds	<u>\$15,000</u>
Total Funds	<u>\$74,800</u>

STL 27087 - 73499
 Local Force Account

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

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

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49969.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5240) between MDOT and the Manistee County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category D Funds:

Hot mix asphalt resurfacing work along Cleon Street from Highway M-115 to Railroad Avenue and along Railroad Avenue from Cleon Street to the north village limits of Copemish, including trenching, aggregate base, paved shoulders, and aggregate shoulders work.

Estimated Funds:

Federal Highway Administration Funds (TED)	\$30,200
Federal Highway Administration Funds	\$18,100
Manistee County Road Commission Funds	<u>\$12,100</u>
Total Funds	<u>\$60,400</u>

EDDF 51555 - 78371
 Local Force Account

* Denotes a non-standard contract/amendment

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Funds, and Manistee County Road Commission Funds.

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

Risk Assessment: Possible loss of development opportunities.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49625.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2006-5267) between MDOT and the Western Michigan University will provide for participation in the following improvements:

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

The purpose of this amendment is to place maintenance responsibilities with Western Michigan University instead of with MDOT.

Estimated Funds:

Michigan Institutional Roads Funds	\$250,000
Western Michigan University Funds	<u>\$ 0</u>
Total Funds	<u>\$250,000</u>

MIR 39997 – 84047; Kalamazoo County
Amendment

Purpose/Business Case: To transfer responsibility of maintenance under original contract to the University.

Benefit: Will allow the University to maintain its own road.

Funding Source: No change in funding.

Commitment Level: No funding is involved in this amendment.

Risk Assessment: MDOT would be required to maintain a university road.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49008.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5285) between MDOT and the Village of Lake Odessa will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Bonanza Road from Jordan Lake Avenue to Fourth Avenue.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$48,444, which is met in part by the \$19,000 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$171,000
Village of Lake Odessa Funds	<u>\$ 19,000</u>
Total Funds	<u>\$190,000</u>

EDA 34522 – 85390; Ionia 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: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Village of Lake Odessa Funds.

Commitment Level: 90% state up to \$171,000 and the balance by the Village of Lake Odessa; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48849.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5293) between MDOT and the City of Holland will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along East 40th Street from Waverly Road easterly approximately 3,000 feet.

Estimated Funds:

State Restricted TED Funds	\$ 614,865
City of Holland Funds	<u>\$ 524,835</u>
Total Funds	<u>\$1,139,700</u>

EDA 03522 – 87577; Allegan County
 Local Letting

* Denotes a non-standard contract/amendment

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

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

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

Commitment Level: 54% state up to \$614,865 and the balance by the City of Holland; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49423.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5296) between MDOT and the Village of Middleville will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along State Street from Highway M-37 easterly approximately 2,350 feet.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$175,000, which is met in part by the \$100,000 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$455,000
Village of Middleville Funds	<u>\$100,000</u>
Total Funds	<u>\$555,000</u>

EDA 08522 – 87832; Barry 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: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Village of Middleville Funds.

Commitment Level: 82% state up to \$455,000 and the balance by the Village of Middleville; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49333.

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5297) between MDOT and the City of Kalamazoo will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Fairfield Road from Portage Road easterly approximately 1,200 feet and along Portage Road from Byrd Drive northerly to Kilgore Access Road.

Estimated Funds:

State Restricted TED Funds	\$425,000
City of Kalamazoo Funds	<u>\$232,800</u>
Total Funds	<u>\$657,800</u>

EDA 39522 – 85391; Kalamazoo 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: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

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

Commitment Level: 65% state up to \$425,000 and the balance by the City of Kalamazoo; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49002.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5300) between MDOT and the Dickinson County Road Commission will provide for participation in the following improvements:

Culvert, ditch cleanout, erosion control, and restoration work along County Road 569 from Highway US-2 northerly approximately 13 miles.

Estimated Funds:

Federal Highway Administration Funds	\$51,900
Dickinson County Road Commission Funds	<u>\$13,000</u>
Total Funds	<u>\$64,900</u>

STL 22073 - 78868
 Local Force Account

Purpose/Business Case: To improve drainage.

Benefit: Will improve drainage and preserve the roadway.

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

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

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49852.

38. *HIGHWAYS (Maintenance) - State Trunkline Maintenance

Retroactive Contract (2006-0456) between MDOT and the City of Detroit will provide for state trunkline maintenance services to be performed on state trunklines in the city of Detroit. This contract replaces Contract (2004-0628), which was approved by the State Administrative Board (SAB) on September 7, 2004, but was never executed. The revised contract includes detailed language covering traffic signal energy costs and responsibilities. The contract will be in effect from October 1, 2004, through September 30, 2009.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract is on a cost reimbursement basis, subject to final audits to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for routine maintenance services to be performed on state trunklines in the city of Detroit.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the city.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the SAB pursuant to the requirements of SAB Resolution (2005-2).

Risk Assessment: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored closely on a monthly basis to prevent the use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract will provide for the performance of routine maintenance services.

Zip Code: 48336.

39. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2006-0463) between MDOT and the City of Pleasant Ridge will provide for state trunkline maintenance services to be performed on state trunklines within the city of Pleasant Ridge. The contract will be in effect from the date of award through September 30, 2009.

Public Act (PA) of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract is on a cost reimbursement basis, subject to final audits to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for routine maintenance services to be performed on state trunklines in the city of Pleasant Ridge.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the city.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to the requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract will provide for the performance of routine maintenance services.

Zip Code: 48069.

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

Contract (2006-0460) between MDOT and Continental Valuations, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

41. *MACKINAC BRIDGE AUTHORITY - Term Revision

Retroactive Amendatory Contract (2004-0133/A2) between the Mackinac Bridge Authority and Northwest Design Group, Inc., will change the contract effective date by 43 days (134 days retroactive) to allow costs incurred before the original effective date of March 17, 2004, to be reimbursed. Due to an oversight by the Mackinac Bridge Authority, the consultant performed work prior to the contract effective date. The Mackinac Bridge Authority project manager agrees that the costs incurred at that time were legitimate. The original contract, which expired on February 23, 2006, provided for the performance of construction engineering services for the construction of an addition to maintenance building No. 2 at the Mackinac Bridge facility. The revised contract term will be February 3, 2004, through February 23, 2006. The contract amount remains unchanged at \$41,841.60. Source of Funds: 100% Mackinac Bridge Authority Toll Funds.

Purpose/Business Case: To change the contract effective date by 43 days (134 days retroactive) to allow costs incurred before the original effective date of March 17, 2004, to be reimbursed. Due to an oversight by the Mackinac Bridge Authority, the consultant performed work prior to the contract effective date. The Mackinac Bridge Authority project manager agrees that the costs incurred at that time were legitimate.

Benefit: MDOT will be in compliance with standard contracting procedures and regulations.

Funding Source: 100% Mackinac Bridge Authority Toll 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, MDOT will not be in compliance with standard contracting procedures and regulations.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

42. MULTI-MODAL - Time Extension

Amendatory Contract (99-0611/A5) between MDOT and the City of Dearborn will extend the contract term by one year to provide sufficient time for the city to complete the project. The additional time is needed to incorporate recent community/economic development projects and to consider and evaluate enhanced possibilities associated with newly announced local/regional transit and housing initiatives. The original contract provides for the site selection, preliminary engineering, design, and environmental assessment for a rail passenger/intermodal station facility in the city of Dearborn. The revised contract term will be from September 15, 1999, through December 31, 2003, from February 19, 2004, through November 18, 2004, and from May 27, 2005, through November 26, 2007. (Amendments 2 and 3 to the contract were renewal/extensions.) The contract amount remains unchanged at \$1,240,625. Source of Funds: Federal Transit Administration (FTA) Funds - \$992,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$248,125.

Purpose/Business Case: To provide for a one-year time extension to provide sufficient time for the city to complete the project.

Benefit: The City of Dearborn will have a comprehensive plan that will include the integration of local/regional initiatives, including the Ann Arbor to Detroit Transit Study, the Transit Oriented Development, and the University of Michigan proposed International Housing Project. The completed study will provide a transportation framework that links all parts of the city to the rail transit system.

Funding Source: FTA Funds - \$992,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$248,125.

Commitment Level: Contract amount is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: If this agreement is not amended, the impact of recent transit-related developments may not be taken into consideration during the planning and design phases of this project. For example, this proposed station would be a stand alone project, not fully integrated with other initiatives impacting the location and operation of the intermodal facility.

Cost Reduction: There are no additional costs to the project.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48126.

43. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z11/R2) under Master Agreement (2002-0012) between MDOT and the Bay Area Transportation Authority (BATA), which provides service in Grand Traverse and Leelanau Counties, will extend the authorization term by one year to provide sufficient time for BATA to purchase and take delivery of the buses ordered as part of this project. The additional time is needed because of unforeseen delays in the manufacturing of the buses ordered by BATA. The original authorization provides state matching funds for BATA's FY 2003 Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 29, 2003, through July 28, 2007. The authorization amount remains unchanged at \$614,799. 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 (FTA) Funds - \$491,839; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$122,960.

Purpose/Business Case: To provide for a one year time extension to provide sufficient time for BATA to purchase and take delivery of the buses delayed in the manufacturing process.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$491,839; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$122,960.

Commitment Level: Authorization amount is based on estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49684.

44. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the authorization term by two years to provide sufficient time for BATA to complete the project. BWATC is delaying the purchase of three replacement buses because the agency lacks sufficient space to house the buses until construction of its new facility is completed. Facility construction has now begun and is anticipated to be completed in the Spring of 2007. The original authorization provides state matching funds for BWATC's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2003 Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be August 11, 2003, through August 10, 2008. The authorization amount remains unchanged at \$520,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$416,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$104,000.

Purpose/Business Case: To provide for a two-year time extension to provide sufficient time for BATA to complete the purchase of three replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$416,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$104,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

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

Zip Code: 48060.

45. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z7/R1) under Master Agreement (2002-0060) between MDOT and the Livingston County Board of Commissioners (CBC) will extend the authorization term by six months to provide sufficient time for the CBC to complete the project. The communication equipment project has been delayed in the bidding process. The first set of bids received by the CBC were too high so the project was rebid. The successful bidder has assured the CBC that the project can be completed within six months. The original authorization provides state matching funds for the CBC's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 29, 2003, through January 28, 2007. The authorization amount remains unchanged at \$270,511. Source of Funds: Federal Transit Administration (FTA) Funds - \$216,409; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$54,102.

Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for the CBC to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$216,409; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$54,102.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

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

Zip Code: 48855.

46. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z7/R2) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), located in Genesee County, will extend the authorization term by one year to provide sufficient time for MTA to complete the purchase of buses. The project requires custom designed buses, production will require more time than anticipated. The additional time is needed to complete the conversion of five cutaway buses to hybrid-drive to increase gas efficiency and reduce environmental impact. The original authorization provides state matching funds for MTA's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 9, 2002, through September 8, 2007. The authorization amount remains unchanged at \$1,299,413. 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 (FTA) Funds - \$1,039,530; FY 2002 State Restricted Comprehensive Transportation Funds - \$259,883.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds- \$1,039,530; FY 2002 State Restricted Comprehensive Transportation Funds - \$259,883.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

47. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z15/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), located in Genesee County, will extend the authorization term by one year to provide sufficient time for MTA to complete the project. The purchase of large commuter coaches was held up by unanticipated delays in the manufacturing process. Additional time is needed for delivery and inspection of these vehicles. Vans will also be purchased in Fall 2006 to take advantage of the new model year. The original authorization provides state matching funds for MTA's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be August 8, 2003, through August 7, 2007. The authorization amount remains unchanged at \$2,459,196. 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 (FTA) Funds - \$1,967,357; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$491,839.

Purpose/Business Case: To provide for a one year time extension to allow MTA sufficient time to complete the purchase of four large commuter coaches and ten vans.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,967,357; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$491,839.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

48. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z8/R1) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners (CBC) will extend the authorization term by one year to provide sufficient time for the CBC to take delivery of ordered buses. Delivery of the buses was delayed because of manufacturer production backlogs. The original authorization provides state matching funds for the CBC's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2003 Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be August 12, 2003, through August 11, 2007. The authorization amount remains unchanged at \$850,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$680,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$170,000.

Purpose/Business Case: To provide for a one-year time extension to provide sufficient time for the CBC to take delivery of ordered buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$680,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$170,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

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

Zip Code: 49444.

49. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb, Oakland, Wayne, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. The additional time is needed because completion of the security systems upgrades, paratransit technology upgrades, and digital voice announcer/automated vehicle locator (AVL) upgrades were delayed due to the complexities of the technology involved and finding systems that are compatible with both linehaul and paratransit vehicles and with existing systems. Work for the facility line item was delayed due to funding shortages but is now proceeding. The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 11, 2003, through July 10, 2007. The authorization amount remains unchanged at \$4,303,594. 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 (FTA) Funds - \$3,442,875; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

Purpose/Business Case: To provide for a one-year time extension to provide sufficient time for SMART to complete facility renovation and upgrades of security, paratransit technology, and digital voice announcer/AVL technology.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,442,875; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

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

Zip Code: 48226.

50. MULTI-MODAL - Transportation to Work Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0089) between MDOT and the Thunder Bay Transportation Corporation, in Alpena, will provide for the reassignment of contract responsibilities and two vans from the Thunder Bay Transportation Corporation to the Thunder Bay Transportation Authority, will reduce the number of vans in the authorization by two, and will reduce the authorization amount by \$44,000. The two vans, used for transit service in Oscoda County, will be reassigned to the Thunder Bay Transportation Authority under Project Authorization (Z2) under Master Agreement (2006-0056). The vans are being reassigned because the Thunder Bay Transportation Authority has now been formed to provide the transit service in Alpena, Montmorency, and Alcona Counties. The original authorization provided state funding in the amount of \$64,000 for the Corporation's FY 2005 Transportation to Work Program. The authorization term remains unchanged, October 1, 2004, through September 30, 2005. The revised authorization amount will be \$20,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$10,000; Michigan Department of Human Services Funds - \$5,000; Michigan Department of Labor and Economic Growth Funds- \$5,000.

Purpose/Business Case: To provide for the reassignment of contract responsibilities and for a reduction in funding as the result of the reassignment of two vans from the Thunder Bay Transportation Corporation to the Thunder Bay Transportation Authority.

Benefit: Increased public transportation services.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$10,000; Michigan Department of Human Services Funds - \$5,000; Michigan Department of Labor and Economic Growth Funds- \$5,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49707.

51. MULTI-MODAL - Section 5307 Program

Project Authorization (Z7) under Master Agreement (2002-0090) between MDOT and the Twin Cities Area Transportation Authority, located in Benton Harbor, will provide state matching funds for the Authority's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of one bus. The authorization will be in effect from May 4, 2006, through May 3, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$165,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$132,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$33,000.

Purpose/Business Case: To provide state matching funds for the Authority's FY 2006 Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$132,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$33,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49023.

52. *MULTI MODAL - Extend Project Completion Period and Contract Term

Amendatory Contract (2002-0584/A3) between MDOT and Key Opportunities, Inc., which serves Hillsdale County, will extend the project completion period by one year and will extend the contract term to provide sufficient time for the agency to complete the bus tire purchase project. During the past year, the agency purchased several new vehicles, minimizing the need for new tires, but the purchase of new replacement tires has now become a necessity, and the process of purchasing the new tires and replacing the old tires will require additional time. The original contract provides state matching funds for the agency's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 12, 2002, through August 11, 2007. The revised contract term will be from August 12, 2002, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$44,760. Source of Funds: Federal Transit Administration (FTA) Funds - \$35,808; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,952.

Purpose/Business Case: To provide for a one-year project completion period extension and for a contract term extension to provide sufficient time for the agency to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$35,808; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,952.

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

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49242.

53. MULTI-MODAL - Time Extension

Amendatory Contract (2003-0356/A2) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA) will extend the contract term by one year to provide sufficient time for EUPTA to complete the project. The original contract provides state funds for multiple capital improvement projects to the St. Mary's River Ferry System, which provides marine passenger service between Sault Ste. Marie-Sugar Island, Barbeau-Neebish Island, and DeTour-Drummond Island. The time extension is requested because weather conditions have caused construction delays for the Detour Ferry dock terminal upgrade project; docking upgrades to the Neebish Mainland Ferry dock have been postponed in hopes of EUPTA acquiring additional land immediately adjacent to the existing public access, which will improve access to the dock and make dock maintenance (including this project) more convenient; and bids received for the video security system were rejected as either incomplete or over budget and the project must be bid out again. The revised contract term will be August 11, 2003, through August 10, 2007. The contract amount remains unchanged at \$656,778. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$591,100; EUPTA Funds - \$65,678.

Purpose/Business Case: To provide for a one-year time extension to provide sufficient time for EUPTA to complete the projects.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$591,100; EUPTA Funds - \$65,678.

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

Risk Assessment: The risk of not approving this amendment is possible interruption of service and inadequate safety and security measures.

Cost Reduction: The project will be bid for the most cost effective use of funds.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49783.

54. *MULTI-MODAL – Extend Project Completion Period

Amendatory Contract (2003-0542/A1) between MDOT and Key Opportunities, Inc., serving Hillsdale County, will extend the project completion period by one year to provide sufficient time for the agency to complete the project. As the communication and computer equipment costs were less than anticipated, the remaining funds will be used for the purchase of additional computer-related items and the provision of bus radio reception and transmission modifications. The additional time is needed to complete the purchase of these additional items. The original contract provides 80 percent federal funds and 20 percent state matching funds for the agency's FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 19, 2003, through August 18, 2007. The contract term remains unchanged, from August 19, 2003, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$52,175. Source of Funds: Federal Transit Administration (FTA) Funds - \$41,740; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$10,435.

Purpose/Business Case: To extend the project completion period by one year to provide sufficient time for the agency to purchase additional computer-related items and to provide bus radio reception and transmission modifications.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$41,740; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$10,435.

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

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

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

Selection: N/A

New Project Identification: This is not a new project.

Zip Code: 49242.

55. MULTI-MODAL - Transportation to Work Program

Project Authorization (Z2) under Master Agreement (2006-0056) between MDOT and the Thunder Bay Transportation Authority, in Alpena, will provide state funding for two vans under the Authority's FY 2005 Transportation to Work Program. These vans were originally purchased by the Thunder Bay Transportation Corporation. The vans are being reassigned because the Thunder Bay Transportation Authority has now been formed to provide the transit service in Alpena, Montmorency, and Alcona Counties. The authorization will be in effect from the date of award through three years. The authorization amount will be \$35,656. 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 2005 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$35,656.

Purpose/Business Case: To provide for the reassignment of two vans from the Thunder Bay Transportation Corporation to the Authority under the Authority's FY 2005 Transportation to Work Program.

Benefit: Increased public transportation services.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$35,656.

Commitment Level: Authorization amount is based on actual vehicle cost.

* Denotes a non-standard contract/amendment

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49707.

56. *MULTI-MODAL - Section 1010 Program

Contract (2006-0453) between MDOT and the Village of Galien will provide Federal Section 1010 Program funding for the purchase and installation of right-of-way fencing along the right-of-way of the National Railroad Passenger Corporation (Amtrak) within the village limits of Galien, Michigan. This fencing project will facilitate the permanent closure of the public grade crossing at Grant Street. This project is being undertaken in an effort to increase pedestrian and rail employee safety and to decrease travel times on the federally-designated Detroit - Chicago High Speed Rail Corridor. The contract will be in effect from the date of award through one year. The contract amount will be \$100,000. Source of Funds: Federal Highway Administration Funds - \$100,000.

Purpose/Business Case: To provide for the purchase and installation of fencing to prevent trespass along the federally-designated Amtrak high-speed corridor in the village of Galien.

Benefit: The closure of a public at-grade rail crossing will eliminate future possibilities of a car/train crash at the Grant Street location. In addition, the right-of-way fencing will prohibit the use of the Amtrak high-speed mainline by trespassers, which may include young children from a nearby school, train crews, and others. The aesthetics of the village community will also be enhanced by the installation of the fencing through the business district.

Funding Source: Federal Highway Administration Funds - \$100,000.

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

Risk Assessment: If this contract is not awarded, the opportunity to eliminate a public grade crossing on a high-speed corridor will be lost. This project is undertaken in conjunction with the grade crossing closure of Grant Street, installation of right-of-way fencing, and other rail and road improvements within the village. While the current maximum train speed is 79 mph, this will be the next area to be increased to 95 mph, and eventually to 110 mph. Grade crossing closures are part of a state and federal initiative to eliminate 25 percent of all active public crossings to improve rail/highway safety nationwide.

Cost Reduction: The costs have been reviewed by MDOT's Rail Passenger Unit and found to be reasonable for the required work. Payments will be on an actual cost basis. Maintenance of the fencing will be the responsibility of the village.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49113.

57. MULTI-MODAL (Aeronautics) - Preparation of a Budget Report

Contract (2006-0454) between MDOT and the City of Battle Creek will provide federal and state grant funds for the preparation of a snow removal equipment (SRE)/maintenance building concept budget report for the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$42,000. Source of Funds: FAA Funds (via block grant) - \$33,600; State Restricted Aeronautics Funds - \$7,350; City of Battle Creek Funds - \$1,050.

Purpose/Business Case: To provide for the preparation of an SRE/maintenance building concept budget report.
Benefit: The SRE/maintenance building will need to be relocated as part of the future parallel runway project. The concept budget report will provide an accurate cost estimate of the new facility. The report will also include a detailed site layout and address the airport's needs.
Funding Source: FAA Funds (via block grant) - \$33,600; State Restricted Aeronautics Funds - \$7,350; City of Battle Creek Funds - \$1,050; Contract Total - \$42,000.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 49015.

58. MULTI-MODAL (Aeronautics) - Conceptual Plans for Terminal Building Study

Contract (2006-0455) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for the development of conceptual plans for a terminal building study (phase II) for the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$500,000. Source of Funds: FAA Funds - \$475,000; State Restricted Aeronautics Funds - \$12,500; MBS International Airport Commission Funds - \$12,500.

Purpose/Business Case: To provide for the development of conceptual plans for a terminal building study (phase II), including benefit-cost analysis.
Benefit: The conceptual plan will be used as a basis for the final plan, and it will help to identify costs and logistic issues.
Funding Source: FAA Funds - \$475,000; State Restricted Aeronautics Funds - \$12,500; MBS International Airport Commission Funds - \$12,500; Contract Total - \$500,000.
Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.
Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance.
Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 48623.

59. MULTI-MODAL (Aeronautics) - Design of Runway Lighting

Contract (2006-0458) between MDOT and the City of Bay City will provide state grant funds for the design of runway lights, precision approach path indicators (PAPI), runway end identifier lights (REIL), and an electrical vault at the James Clements Airport in Bay City, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$24,000. Source of Funds: State Restricted Aeronautics Funds - \$22,800; City of Bay City Funds - \$1,200.

Purpose/Business Case: To provide for the development of engineering plans for the runway lights, PAPI, REIL, and electrical vault.

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

Funding Source: State Restricted Aeronautics Funds - \$22,800; City of Bay City Funds - \$1,200; Contract Total - \$24,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 48708.

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

Contract (2006-0459) between MDOT and the Village of Sparta will provide federal and state grant funds for the construction, lighting, and marking of new runway 7/25 at the Paul C. Miller-Sparta Airport in Sparta, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,545,000. Source of Funds: FAA Funds (via block grant) - \$2,036,000; State Restricted Aeronautics Funds - \$445,375; Village of Sparta Funds - \$63,625.

Purpose/Business Case: To provide for the construction, lighting, and marking of new runway 7/25, including FAA 405 survey.

Benefit: The new runway will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$2,036,000; State Restricted Aeronautics Funds - \$445,375; Village of Sparta Funds - \$63,625; Contract Total - \$2,545,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49345.

61. MULTI-MODAL (Aeronautics) - Purchase of Equipment

Contract (2006-0461) between MDOT and the Gogebic County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (plow truck) at the Gogebic-Iron County Airport in Ironwood, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$378,000. Source of Funds: FAA Funds (via block grant) - \$302,400; State Restricted Aeronautics Funds - \$66,150; Gogebic County Funds - \$9,450.

Purpose/Business Case: To provide for the purchase of a plow truck to be used for removing snow.

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

Funding Source: FAA Funds (via block grant) - \$302,400; State Restricted Aeronautics Funds - \$66,150; Gogebic County Funds - \$9,450; Contract Total - \$378,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49938.

62. MULTI-MODAL (Aeronautics) - Purchase of Aircraft Rescue and Firefighting Vehicle

Contract (2006-0462) between MDOT and the Manistee County Board of Commissioners will provide federal and state grant funds for the purchase of an aircraft rescue and firefighting (ARFF) fast response vehicle at the Manistee County-Blacker Airport in Manistee, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$190,000. Source of Funds: FAA Funds (via block grant) - \$152,000; State Restricted Aeronautics Funds - \$33,250; Manistee County Funds - \$4,750.

Purpose/Business Case: To provide for the purchase of an ARFF fast response vehicle.

Benefit: Will enhance the safety of airport users by providing a fast response ARFF vehicle for emergencies. The airport does not currently have an emergency vehicle.

Funding Source: FAA Funds (via block grant) - \$152,000; State Restricted Aeronautics Funds - \$33,250; Manistee County Funds - \$4,750; Contract Total - \$190,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49660.

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

Contract (2006-0467) between MDOT and the Saginaw County Board of Commissioners will provide federal and state grant funds for airport pavement marking at the Saginaw County H. W. Browne Airport in Saginaw, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$25,000. Source of Funds: FAA Funds (via block grant) - \$20,000; State Restricted Aeronautics Funds - \$4,375; Saginaw County Funds - \$625.

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

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

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48601.

64. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization Revision (Z3/R1) under Master Agreement (2006-0001) between MDOT and the Battle Creek Area Transportation Study will increase the authorization amount by \$10,000 to provide for the collection of additional Pavement Surface Evaluation and Rating (PASER) ratings for federal-aid eligible roads, as required by Public Act 499 of 2002. The original authorization provides for the development of a pilot program to determine the costs and time required to collect road condition data for local roads. The authorization term remains unchanged, October 1, 2005, through September 30, 2006. The revised authorization amount will be \$30,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Purpose/Business Case: To provide additional PASER rating for federal-aid eligible roads. The original authorization provided for the development of a pilot program to determine the cost and time resources associated with collecting road condition data on local roads.

Benefit: Under MCL 247.659a, the Transportation Asset Management Council is to begin collecting road condition data on local roads after they have completed collecting such data on federal-aid eligible roads. This is scheduled to begin in 2006. In order to determine the cost and time to collect such data, the Council has developed a pilot project with the Southwestern Michigan Commission.

Funding Source: 100% State Restricted Michigan Transportation Funds budgeted to the Transportation Asset Management Council.

Commitment Level: The contract is based upon an estimate of \$12.88 per mile.

Risk Assessment: In order for the Council to adequately budget for the collection of data at the local level, it is necessary to test the procedures to determine both cost per mile and amount of time it is likely to take to collect data on some 89,000 miles of roads.

Cost Reduction: A lower rate has not been negotiated. The results of the project will be used to develop an on-going statewide data collection program.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Codes: 49015.

65. *TRANSPORTATION PLANNING - 2006 Historic Bridge Inventory

Contract (2006-0430) between MDOT and Lichtenstein Consulting Engineers, Inc., will provide for the revision and the expansion of the current 1995 Historic Bridge Inventory to accommodate bridges constructed between 1956 through 1966. This inventory will be an important streamlining tool for MDOT and other Michigan transportation agencies for identifying and monitoring bridges in the state that are listed on or eligible for listing on the National Register of Historic Places. The 2006 inventory will be formatted to allow continual updates but will be assumed to have a ten-year life span. The contract will be in effect from the date of award through August 1, 2007. The contract amount will be \$348,582.50. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a historic bridge inventory that will revise, augment, and expand the current 1995 Historic Bridge Inventory to accommodate bridges constructed between 1956 and 1966. The 1995 inventory has reached the end of its useful life.

Benefit: Will provide for an excellent planning tool to assist in streamlining Section 4(f) and Section 106 compliance when reviewing proposed projects that may impact historic bridges. This tool is critical in developing prudent and feasible strategies for avoiding, minimizing, or mitigating adverse effects and in developing rehabilitation plans that respect the historic integrity of historic bridges. The inventory identifies historic bridges that may be highlighted in statewide, regional, and local tourism and marketing plans and will be a popular outreach resource for academics, students, professionals, and the general public.

Funding Source: 80% Federal Highway Administration Funds (Michigan Enhancement Program) 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: Not authorizing this project will result in project specific delays when bridges require analysis for eligibility on the National Register of Historic Places.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

67. LETTING OF JUNE 02, 2006
 PROPOSAL 0606068 \$ ENG. EST. \$ LOW BID
 PROJECT STUT 29015-85909 \$ 619,012.50 \$ 690,030.65
 LOCAL AGRMT. 06-5210 % OVER/UNDER EST.
 START DATE - JULY 11, 2006
 COMPLETION DATE - AUGUST 22, 2006 11.47 %

0.42 mi of hot mix asphalt resurfacing, joint repairs, drainage improvements, and water main replacement on US-127BR (north Pine River Street) from Emerson Street northerly to Barber Street in the city of Ithaca, Gratiot County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
3-S Construction, Inc.	\$ 690,030.65	Same	1 **
CRS/Shaw Contracting Co.	\$ 715,886.95	Same	2
Wooten Contracting Co.	\$ 747,301.71	\$ 747,241.71	3
Crawford Contracting, Inc.	\$ 753,291.44	\$ 753,278.24	4
Cadwell Brothers Construction	\$ 755,805.21	\$ 755,797.71	5
Rohde Brothers Excavating, Inc.	\$ 798,332.00	Same	6
Central Asphalt, Inc.			
C & D Hughes, Inc.			
Nashville Construction Company			
Milbocker and Sons, Inc.			
Central Michigan Contracting, Inc.			
The Isabella Corporation			
D.J. McQuestion & Sons, Inc.			
Aggregate Industries-Central Region			
Fisher Contracting Company			
Porath Contractors, Inc.			

6 Bidders

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

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

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

Funding Source:

85909A	
Federal Highway Administration Funds	70.74 %
City of Ithaca	13.58 %
State Restricted Trunkline Funds	15.68 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48847 Region-wide.

LOCAL PROJECTS

68. LETTING OF JUNE 02, 2006 ENG. EST. LOW BID
 PROPOSAL 0606007 \$ 550,714.04 \$ 733,538.00
 PROJECT EDDF 52555-76711, ETC
 LOCAL AGRMT. 06-5206 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2006 33.20 %

5.41 mi of hot mix asphalt overlay and single course chip seal on County Road 550 from County Road KCI to County Road KCD and on County Road 480 from US-41 to M-553, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 735,463.98	\$ 733,538.00	1 **
Bacco Construction Company	\$ 780,755.73	Same	2
Smith Paving, Inc.			

2 Bidders

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

Purpose/Business Case: The project is for the reconstruction of a federal aid route under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

76711A
 Federal Highway Administration Funds 80.00 %
 State Restricted Economic Development Funds 20.00 %

76714A
 Federal Highway Administration Funds 80.00 %
 State Restricted Economic Development Funds 20.00 %

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

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another federal aid project.

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

EXTRAS

73. **Extra 2006 - 81**

Control Section/Job Number: 82023-51493-2 MDOT Project

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

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

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

Designed By: MDOT

Engineer's Estimate: \$13,858,709.31

Description of Project:

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

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	1,543,953.75	+ 9.66%
Total of Extras/Adjustments (Approved to Date):	2,872,071.96	+ 17.97%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>28,475.95</u>	<u>+ 0.18%</u>
Revised Total	<u>\$20,428,614.20</u>	27.81%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 27.63% over the original budget for an **Authorized to Date Amount** of \$20,400,138.25.

Approval of this extra will place the authorized status of the contract 27.81% or \$4,444,501.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-027	15 r. 2	\$400,000.00	03/01/05
2005-056	19 r. 4, 21, 22	\$133,511.99	05/03/05
2005-058	18	\$6,196.68	06/07/05
2005-069	23 r. 1, 26 r. 2, 28	\$76,969.97	06/21/05
2005-130	32 r. 1	\$192,011.53	11/01/05
2006-005	27 r. 1	\$265,051.44	02/07/06
2006-066	30, 36 r. 2, 38 r. 1	\$996,188.11	06/06/06

Contract Modification Number(s): 39

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

Fencing Structure (Special)	<u>\$28,475.95</u>
Total	<u>\$28,475.95</u>

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

The engineer determined the structural fence as depicted on the project plans would have potentially created a litter trap between the existing parapet and the proposed fencing. The contractor was directed to retrofit the proposed fence to eliminate the potential litter trap. The retrofit work included placement of the fencing on top of the parapet, and covering of the parapet openings with gray metal panels to prevent debris from falling on the roadway, thus improving safety to the traveling public. The extra cost for Fencing Structure (Special) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, similar force account work in the region, time and material submittals from the contractor, prevailing wage rates, industry equipment rates per Section 109.07 of the 2003 Standard Specifications for Construction, and specialty contractor invoices.

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

This Extra was recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 80%; State Restricted Trunkline, 18.17%, City of Detroit, 1.83%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48201, 48202, 48208.

74. **Extra 2006 - 82**

Control Section/Job Number: 83009-78921 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: Jackson Contracting
4210 Jennings Road
Lake City, MI 46951

Designed By: Wade-Trim/Associates, Inc.
Engineer's Estimate: \$597,292.00

Description of Project:

Remove existing structure and construct a one span prestressed box beam bridge and related approach work on River Street over the Clam River, in the city of Cadillac, Wexford County.

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	June 21, 2005	
Original Contract Amount:	\$499,512.47	
Total of Overruns/Changes (Approved to Date):	19,456.16	+ 3.90%
Total of Extras/Adjustments (Approved to Date):	47,249.14	+ 9.46%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>3,304.13</u>	<u>+ 0.66%</u>
Revised Total	<u>\$569,521.90</u>	+ 14.02%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.36% over the original budget for an **Authorized to Date Amount** of \$566,217.77.

Approval of this extra will place the authorized status of the contract 14.02% or \$70,009.43 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r. 2

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

Curb and Gutter, Rem Special	61.000 Ft @ \$14.00/Ft	\$854.00
Aggregate, 6A	19.000 Cyd @ \$22.00/Cyd	418.00
Curb and Gutter, Rem Modified	157.000 Ft @ \$10.00/Ft	1,570.00
Mulch Blanket	222.180 Syd @ \$2.08/Syd	462.13
Total		<u>\$3,304.13</u>

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

The extra work item, Curb and Gutter, Rem Special was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

Curb and Gutter, Rem Special was established during a Transportation Service Center level claim hearing regarding pavement removal. The plans specified Pavt, Rem as the only pay item for pavement removal. The contractor claimed additional payment for removal of concrete pavement under the HMA pavement. Curb and Gutter, Rem Special was established to pay for 61 feet of curb and gutter removal that was adjacent to the HMA pavement and not the concrete pavement. This work was in accordance to Subsection 204.04.B.1.e of 2003 Standard Specifications for Construction. The extra cost for Curb and Gutter, Rem Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The following items are newly established on the contract modification.

Soil erosion was occurring at a drive on the north side of the project bridge. The contractor was directed to place 6A stone to serve as erosion control at the top of the slope. The extra cost for Aggregate, 6A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

A section of curb and gutter was installed per the plans and specifications. After placement, the project engineer determined that drainage at an existing driveway, and at the interface to the adjacent existing curb and gutter, would be greatly improved if the curb and gutter was removed and replaced at a modified slope. Therefore, the contractor was directed to remove and replace the segment of curb and gutter. The extra cost for Curb and Gutter, Rem Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index.

The contractor was directed to place mulch blanket throughout the project limits to ensure slope stability. Mulch blanket was inadvertently omitted from the original bid items during the design phase, but was necessary to stabilize the soil and prevent soil erosion. The extra cost for Mulch Blanket was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 15%; City of Cadillac 5%.

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

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

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

Selection: Low bid.

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

Zip Code: 49601.

75. **Extra 2006 - 83**

Control Section/Job Number: 09032-56922 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras. This project also has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: MDOT
Engineer's Estimate: \$3,247,492.40

Description of Project:

Overlay, joint replacement, railing replacement, bearing replacement, and diaphragm replacement, substructure end beam end repair, steel repair, deck patching, lighting and painting on 3 structures on M-13/M-84, east and west channel, and M-25 over the Saginaw River in the city of Bay City, Bay County.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	December 8, 2005	
Original Contract Amount:	\$3,763,218.85	
Total of Overruns/Changes (Approved to Date):	9,797.67	+ 0.26%
Total of Extras/Adjustments (Approved to Date):	3,537.10	+ 0.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>380,035.00</u>	<u>+ 10.10%</u>
Revised Total	<u>\$4,156,588.62</u>	+ 10.45%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.35% over the original budget for an **Authorized to Date Amount** of \$3,776,553.62.

Approval of this extra will place the authorized status of the contract 10.45% or \$393,369.77 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1

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

Steel Structure, Cleaning, Partial, Type 4 B01 of 09032	1.000 LS @ \$342,746.20/LS	\$342,746.20
Steel Structure, Coating, Partial, Type 4 B01 of 09032	1.000 LS @ \$37,288.80/LS	<u>37,288.80</u>
Total		<u>\$380,035.00</u>

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

The project plans depict an estimated amount of square footage for cleaning and coating the B01 structure. The engineer determined that the actual square footage of work required to clean and coat the bridge structure was almost two and one-half times the estimated quantity. Additional cleaning and coating was required, as original paint continued to flake off the beams and the decision was made to continue cleaning until a sound surface was reached. An adjustment was negotiated for changed condition and was based on the difference between the actual amount of work completed and the estimated amount of work as shown in the project plans. The adjustment was calculated by pro-rating the original contract bid cost for cleaning and coating the bridge beams, and applying the factor to the additional square footage. The extra cost for Steel Structure, Cleaning, Partial, Type 4 B01 of 09032 and Steel Structure, Coating, Partial, Type 4 B01 of 09032 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to the original cost to clean and coat the bridge structure.

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

This Extra was recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48706.

76. **Extra 2006 - 84**

Control Section/Job Number: 25031-75247 MDOT Project

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

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

Contractor: Interstate Highway Construction
P.O. Box 4356
Englewood, CO 80155

Designed By: MDOT
Engineer's Estimate: \$30,199,079.71

Description of Project:

6.87 miles of concrete pavement reconstruction, shoulder reconstruction, guardrail and drainage improvements, structure replacements (S07, S09), and miscellaneous bridge rehabilitation (S03, S04, S05, S06) on US-23 from south of Thompson Road to I-75 in Fenton, Mundy, and Flint Townships, Genesee County.

Administrative Board Approval Date:	March 1, 2005	
Contract Date:	March 16, 2005	
Original Contract Amount:	\$28,329,086.13	
Total of Overruns/Changes (Approved to Date):	1,774,030.94	+ 6.26%
Total of Extras/Adjustments (Approved to Date):	283,675.45	+ 1.00%
Total of Negative Adjustments (Approved to Date):	(573,865.74)	- 2.03%
THIS REQUEST	<u>535,000.00</u>	<u>+ 1.89%</u>
Revised Total	<u>\$30,347,926.78</u>	+ 7.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.23% over the original budget for an **Authorized to Date Amount** of \$29,812,926.78.

Approval of this extra will place the authorized status of the contract 7.12% or \$2,018,840.65 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 24 r. 2

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

Hill Road Open to Traffic Adjustment	\$385,000.00
Bristol Road Open to Traffic Adjustment	<u>150,000.00</u>
Total	<u>\$535,000.00</u>

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

The contractor was previously assessed liquidated damages per Section 108.11 of the 2003 Standard Specifications for Construction. The contractor proceeded to file a claim for relief of the liquidated damages, per section 104.09 of the 2003 Standard Specifications for Construction. A claim meeting was conducted at the Transportation Service Center (TSC) level. The determination was made that the overall contract time was simply shifted later into the summer and the contractor did not complete the project as late as originally calculated. The project start date was postponed by MDOT, which dictated a later project completion date. The contract time, completion date, and work requirements were re-analyzed and the amount of liquidated damages was reduced by the amount in this request. The contractor remains responsible for \$70,000 in liquidated damages. The extra cost for Hill Road Open to Traffic Adjustment and Bristol Road Open to Traffic Adjustment were determined per Table 108-1 in Section 108.11 of the 2003 Standard Specifications for Construction and the TSC level claim meeting. The costs were deemed reasonable as they are established in Section 108.11 of the 2003 Standard Specifications for Construction.

The extra item Hill Road Open to Traffic Adjustment is funded with \$215,600 FHWA funds and \$169,400 State Restricted Trunkline funds. The extra item Bristol Road Open to Traffic Adjustment is funded with \$120,000 FHWA Funds, \$29,115 State Restricted Trunkline Funds, and \$885 City of Flint Funds.

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

This Extra was recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

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

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

Funding Source: See above.

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

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

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

Selection: Low bid.

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

Zip Code: 48507.

77. **Extra 2006 - 85**

Control Section/Job Number: 44006-39982 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

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

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

Designed By: Elten Engineering Co., Inc.
Engineer's Estimate: \$234,792.00

Description of Project:

Removal of a single span steel beam bridge and construction of a single span prestressed post-tensioned concrete bridge and related approach work on Castle Road over Squaw Creek Drain, Deerfield Township, Lapeer County.

Administrative Board Approval Date:	November 20, 2001	
Contract Date:	December 20, 2001	
Original Contract Amount:	\$249,196.13	
Total of Overruns/Changes (Approved to Date):	2,411.08	+ 0.97%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>110,000.00</u>	<u>+ 44.14%</u>
Revised Total	<u>\$361,607.21</u>	+ 45.11%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.97% over the original budget for an **Authorized to Date Amount** of \$251,607.21.

Approval of this extra will place the authorized status of the contract 45.11% or \$112,411.08 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

Lawsuit Settlement	<u>\$110,000.00</u>
Total	<u>\$110,000.00</u>

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

The contractor experienced high water conditions (artesian flow) and water infiltration while placing the bridge substructure H-piles and the cofferdam. The additional water infiltration required the use of an additional generator and multiple pumps. Furthermore, the contractor had to drive the steel sheeting further to reduce the water infiltration. The structure backfill design and quantities were revised and clay, geotextile separator, 6AA stone, and underdrain were placed to address the high water conditions. The contractor filed a claim for differing site conditions per Section 103.02 of the 2003 Standard Specifications for Construction. The claim proceeded through the administrative process to the region level and was sent back to the local agency and contractor for resolution. The timeframe expired for requesting a central office review hearing and the contractor filed a lawsuit. A court settlement has been reached by all parties and this extra is the result of the negotiations. The extra item Lawsuit Settlement encompasses the extra work for differing site conditions encountered by the contractor and payment has been agreed to per the negotiated court settlement. The extra cost for Lawsuit Settlement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable as it was part of a negotiated court agreement, and when the extra cost was compared to similar work bid on this project and other region projects.

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

This Extra was recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

Purpose/Business Case: To compensate the contractor per a negotiated court settlement.

Benefit: By approving this item, MDOT will be in compliance with a court order.

Funding Source: FHWA, 80%; State Restricted Trunkline, 15%; Lapeer County, 5%.

Commitment Level: MDOT has committed to funding this work by August 1, 2006.

Risk Assessment: If MDOT does not pay this court ordered settlement, it risks going to court and the assessment of further costs.

Cost Reduction: This extra has been negotiated as part of a court filed lawsuit.

Selection: Low bid.

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

Zip Code: 48461.

78. **Extra 2006 - 86**

Control Section/Job Number:	63022-60082	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$15,592,720.50	

Description of Project:

1.5 miles of pavement widening, bridge removal (S06), interchange reconstruction, grading and drainage structures, pavement marking, signals, freeway lighting, water main and sanitary sewer relocation, and landscaping on I-96 from west of the I-96/Wixom Road interchange to west of Taft Road, Beck Road from north of 11 Mile Road to south of West Road, relocation of 12 Mile Road from east of Wixom Road to west of Taft Road in the cities of Novi and Wixom, in Oakland County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 6, 2004	
Original Contract Amount:	\$14,891,137.33	
Total of Overruns/Changes (Approved to Date):	1,289,728.15	+ 8.66%
Total of Extras/Adjustments (Approved to Date):	622,542.78	+ 4.18%
Total of Negative Adjustments (Approved to Date):	(84,365.85)	- 0.57%
THIS REQUEST	<u>301,897.68</u>	<u>+ 2.03%</u>
Revised Total	<u>\$17,020,940.09</u>	+ 14.30%

Offset Information

Total Offsets This Request	(314,546.42)	- 2.11%
Net Revised Request	(\$12,648.74)	- 0.08%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.27% over the original budget for an **Authorized to Date Amount** of \$16,719,042.41.

Approval of this extra will place the authorized status of the contract 14.30% or \$2,129,802.76 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 58

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

Aggregate Base, 16 inch	25,158.140 Syd @ \$12.00/Syd	<u>\$301,897.68</u>
Total		<u>\$301,897.68</u>

CM 58 Offset Information

Open-Graded Dr Cse, 4 inch, Modified	-23,878.780 Syd @ \$3.00/Syd	(\$71,636.34)
Subbase, CIP	-12,642.880 Cyd @ \$16.00/Cyd	(202,286.08)
Underdrain, Pipe, Open-Graded, 6 inch	-5,588.000 Ft @ \$6.00/Ft	(33,528.00)
Underdrain, Subbase, 6 inch	-3,548.000 Ft @ \$2.00/Ft	<u>(7,096.00)</u>
Total		(314,546.42)

Net Revised CM 58 Request		<u>(\$12,648.74)</u>
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Reason(s) for Extra(s)/Adjustment(s):

The contractor proposed a material change to the pavement section as shown on the typical cross sections. The proposed change involved the elimination of the sand subbase and open graded drainage course layers, and the placement of a full depth 21A aggregate base course layer. The engineer accepted the proposal, as the full depth aggregate base course layer is currently being used on reconstruction projects throughout the region. The proposed material has been shown to drain equivalently or better than the as planned material, provides a better structural number, and performs better during construction operations. This project was part of the initial projects that were deferred by the Governor and the new material changes had not been incorporated into this project. The extra cost for Aggregate Base, 16 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT’s Average Unit Price Index. The extra cost is completely offset by a \$314,546.42 reduction in the original bid items Open-Graded Dr Cse, 4 inch, Modified; Subbase, CIP; Underdrain, Pipe, Open-Graded, 6 inch; and Underdrain, Subbase, 6 inch.

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

This Extra was recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 80%; City of Novi, 20%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48374.

79. **Extra 2006 - 87**

Control Section/Job Number:	63081-84759	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:	Action Traffic Maintenance, Inc. 5182 South Saginaw Flint, MI 48507	
Designed By:	CH2M Hill Michigan, Inc.	
Engineer’s Estimate:	\$1,279,394.04	

Description of Project:

2.38 miles of permanent signing on M-10 from Beck Road to Lahser Road and on I-696 at the Franklin Road interchange, in the city of Southfield, Oakland County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	March 24, 2006	
Original Contract Amount:	\$1,345,437.15	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>\$194,800.00</u>	+ 14.48%
Revised Total	<u>\$1,540,237.15</u>	+ 14.48%

Offset Information

Total Offsets This Request	(\$389,270.00)	- 28.93%
Net Revised Request	(\$194,470.00)	- 14.45%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,345,437.15.

Approval of this extra will place the authorized status of the contract 14.48% or \$194,800.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

Concrete Barrier Wall Foundation Type D	2.000 Ea @ \$20,900.00/Ea	\$41,800.00
Type D Steel Truss – 105'	1.000 Ea @ \$62,000.00/Ea	62,000.00
Type D Steel Truss – 125'	1.000 Ea @ \$68,000.00/Ea	68,000.00
Type Truss D, Foundation	2.000 Ea @ \$11,500.00/Ea	<u>23,000.00</u>
Total		<u>\$194,800.00</u>

CM 1 Offset Information

Fdn, Truss Sign Structure Type E, 42 inch Dia, Cased	-90.000 Ft @ \$695.00/Ft	(\$62,550.00)
Fdn, Truss Sign Structure Type E, 48 inch Dia, Cased	-86.000 Ft @ \$795.00/Ft	(68,370.00)
Truss, Type E	-2.000 Ea @ \$121,000.00/Ea	(242,000.00)
Conc Barrier Backfill, CIP	-8.000 Cyd @ \$75.00/Cyd	(600.00)
Conc Barrier, Split, Type A	-126.000 Ft @ \$125.00/Ft	<u>(15,750.00)</u>
Total		(\$389,270.00)

Net Revised CM 1 Request (\$194,470.00)

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

The contractor was directed to change the type E steel trusses to type D because of concerns with the type E steel truss foundations and a conflict between the reinforcing steel cage and the anchor bolts. These required changes to the concrete barrier wall, as specified, because the new trusses required a different type of concrete barrier wall.

This change was made immediately after project award, as there was a need to complete this work in conjunction with a project on M-10, as one of the trusses had signs in place that conflicted with the proposed traffic staging on the M-10 project. Furthermore, the M-10 project closed I-696 for bridge work, which provided an opportune time to complete the truss work on this project.

The extra cost for Concrete Barrier Wall Foundation Type D; Type D Steel Truss – 105’; Type D Steel Truss – 125’; and Type Truss D, Foundation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items. This extra work is completely offset by a \$389,270.00 reduction in the original bid items, as shown above.

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

This Extra was recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 81.59%; State Restricted Trunkline, 18.09%; City of Southfield, 0.32%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48037.

80. **Extra 2006 -88**

Control Section/Job Number:	82111-79778	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Posen Construction, Inc. 50500 Design Lane Shelby Twp., MI 48315	
Designed By:	MDOT	

Engineer's Estimate: \$2,931,142.00

Description of Project:

Bridge rehabilitation on 7 structures on I-94 over Beech-Daly Road, I-75 over 14 Mile Road, and I-375 under the Madison Avenue ramp, Larned Street, Jefferson Avenue, and Hastings Street in the cities of Detroit, Taylor, Madison Heights, and Troy, Wayne and Oakland Counties.

Administrative Board Approval Date:	September 20, 2005	
Contract Date:	October 4, 2005	
Original Contract Amount:	\$2,783,198.11	
Total of Overruns/Changes (Approved to Date):	5,089.25	+ 0.18%
Total of Extras/Adjustments (Approved to Date):	412,252.87	+ 14.81%
Total of Negative Adjustments (Approved to Date):	(180,000.00)	- 6.47%
THIS REQUEST	<u>218,875.50</u>	<u>+ 7.86%</u>
Revised Total	<u>\$3,239,415.73</u>	+ 16.38%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.52% under the original budget for an **Authorized to Date Amount** of \$3,020,540.23.

Approval of this extra will place the authorized status of the contract 16.38% or \$456,217.62 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-68	3, 4 r. 1, 5	\$402,500.87	06/06/06

Contract Modification Number(s): 6 r. 1

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

Chipping and Scaling of Concrete Deck	\$28,665.00
Sounding Existing Concrete Deck	9,558.00
False Decking with Regular Lumber	<u>180,652.50</u>
Total	<u>\$218,875.50</u>

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

Severe deterioration was discovered on four bridge structures. The contractor was directed to sound, chip, scale, and install left-in-place false decking on the four structures. This work includes determination of the limits of the poor concrete, removal of the poor concrete and placement of left-in-place false decking to enhance the safety to the traveling public. All of this work will address immediate safety issues with these bridge structures. The extra cost for Chipping and Scaling of Concrete Deck, Sounding Existing Concrete Deck, and False Decking with Regular Lumber was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work on a project in the same region in the previous construction season.

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

This Extra was recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48207, 48226.

81. **Extra 2006 - 89**

Control Section/Job Number: 82122-45705A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

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

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

Designed By: Wade-Trim/Associates, Inc.
Engineer's Estimate: \$58,798,591.39

Description of Project:

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

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	5,075,374.93	+ 8.52%
Total of Extras/Adjustments (Approved to Date):	5,805,854.50	+ 9.74%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>215,799.06</u>	<u>+ 0.36%</u>
Revised Total	<u>\$70,677,119.34</u>	+ 18.62%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.26% over the original budget for an **Authorized to Date Amount** of \$70,461,320.28.

Approval of this extra will place the authorized status of the contract 18.62% or \$11,097,028.49 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/04
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/04
2005-28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005-34	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005-48	80	\$10,000.00	04/19/05
2005-86	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05
2005-125	52 r. 1, 93, 96, 97, 102	\$61,218.03	11/01/05
2005-145	100	\$11,579.81	12/06/05
2006-015	58 r. 1, 105, 106	\$499,246.46	02/07/06
2006-023	104 r. 1, 109	\$137,364.31	03/07/06
2006-061	111	\$4,107.60	04/03/06

Contract Modification Number(s): 110, 112, 115

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

CM 110

Subgrade Undercut, Modified Bridge Struts	875.090 Cyd @ \$72.55/Cyd	<u>\$63,487.78</u>
Total		<u>\$63,487.78</u>

CM 112

Cable, Sh, 300V, 1, 6 Tw Par #16, Fig 8, Intrcn	2,950.000 Ft @ \$4.96/Ft	<u>\$14,632.00</u>
Total		<u>\$14,632.00</u>

CM 115

Steel Structure Cleaning, Partial, Type 4 (R01 of 82122), Adjustment	\$131,185.60
Steel Structure, Coating, Partial, Type 4 (R01 of 82122), Adjustment	<u>6,493.68</u>
Total	<u>\$137,679.28</u>

Grand Total **\$215,799.06**

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

CM 110

The extra work item Subgrade Undercut, Modified Bridge Struts was established on a previous contract modification for eastbound I-96. This quantity increase is necessary for westbound I-96.

The existing bridge struts were located higher than shown in the project plans. The bridge struts provide a concrete support connection underground from abutment to abutment and are typically utilized to prevent movement of the bridge structure in large unstable soil areas. The contractor was directed to remove the top 12 inches of poor soil between the bridge struts and replace the soil with an open graded drainage course, which will allow better drainage around the bridge struts. This extra work is funded with 80 percent FHWA Funds and 20 percent State Restricted Trunkline Funds. The extra cost for Subgrade Undercut, Modified Bridge Struts was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, contractor cost submittals, and similar work in the region.

CM 112

The existing traffic signal interconnect system in the median of US-24 conflicted with the new grade of the proposed median and median crossover. The contractor was directed to re-route the traffic signal interconnect system to eliminate conflict with the proposed median work. This extra work is funded with 90 percent FHWA Funds and 10 percent State Restricted Trunkline Funds. The extra cost for Cable, Sh, 300V, 1, 6 Tw Par #16, Fig 8, Intren was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

CM 115

The plan notes direct the contractor to clean and coat all structural steel within 3 feet on each side of all expansion joints on the R01 structure. The plan quantities depict an estimated amount of 10,000 square feet to be cleaned and coated. The plan quantities did not take into account the substantial amount of beam diaphragms that were located in the 3 foot zone as described above, and an additional 8,199 square feet of structural steel was cleaned and coated on this structure. As the estimated amount of cleaning and coating work was almost double the amount shown in the project plans, an adjustment was negotiated with the contractor.

\$79,961.82 of the cleaning and coating work is funded with 90 percent FHWA Funds and 10 percent State Restricted Trunkline Funds and \$57,717.46 is funded with 100 percent City of Detroit Funds. The extra cost for Steel Structure Cleaning, Partial, Type 4 (R01 of 82122), Adjustment and Steel Structure, Coating, Partial, Type 4 (R01 of 82122), Adjustment was negotiated per Sections 103.03 and 103.04 of the Interim 2003 Standard Specifications for Construction. The extra costs were deemed reasonable when compared to original bid items.

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

These Extras were recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and are now recommended for approval by the State Administrative Board on July 5, 2006.

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

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

Funding Source: See above for specific pay item funding.

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

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

82. **Extra 2006 - 90**

Control Section/Job Number: 82194-59318 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Atsalis Bros. Painting Co.
 22189 E. Fourteen Mile Road
 Clinton Twp., MI 48035

Designed By: MDOT
 Engineer's Estimate: \$22,780,456.11

Description of Project:

Painting, structural bolt replacement and retrofit, placing chain link fence, rubbish removal, and maintaining traffic on the I-75 northbound and southbound ramps over the River Rouge, Dearborn Street, and Consolidated Canadian National and Norfolk Southern Railroads in the city of Detroit, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 28, 2003	
Original Contract Amount:	\$13,265,465.16	
Total of Overruns/Changes (Approved to Date):	42,922.77	+ 0.32%
Total of Extras/Adjustments (Approved to Date):	283,099.09	+ 2.13%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	381,849.00	+ 2.88%
Revised Total	<u>\$13,973,336.02</u>	+ 5.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.45% over the original budget for an **Authorized to Date Amount** of \$13,591,487.02.

Approval of this extra will place the authorized status of the contract 5.33% or \$707,870.86 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

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

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

CM 8

Clean and Coat Pleasant St. (Part Width)	1.000 LS @ 146,849.00/LS	<u>\$146,849.00</u>
Total		<u>\$146,849.00</u>

CM 10

Utility Delays	1.000 LS @ \$235,000.00/LS	<u>\$235,000.00</u>
Total		<u>\$235,000.00</u>

Grand Total

\$381,849.00

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

CM 8

The project specific maintaining traffic special provision allowed the contractor to completely close Pleasant Street while working directly over the roadway. The contractor was informed that prior to closing Pleasant Street, all of the surrounding business owners would need to be notified of the closure and the need to seek alternate routes. Pleasant Street is a direct link for many of the nearby industries to connect with M-85 and the only alternate route is Jefferson Avenue. Access to Jefferson Avenue is through a residential area, which could cause unsafe conditions and potentially create a liability issue for MDOT. Business owners informed MDOT that if their trucks were to run through the subdivision, the truck drivers would be ticketed by the River Rouge Police.

After speaking with the River Rouge Police, it was determined that the only practical alternative to closing the street would be to paint the bridge in segments. Staged painting operations allowed free flowing traffic under I-75 at Pleasant Street, while allowing the contractor to continue with contract work. Staged operations were considered a differing site condition and an adjustment was negotiated with the contractor for the loss of time, and the additional labor and equipment costs. The extra cost for Clean and Coat Pleasant St. (Part Width) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

CM 10

The project specifications require the painting of the I-75 bridge over the Rouge River. The specifications further state that utilities will not be impacted by the painting operation. Therefore, it was noted that utility relocations would not be necessary for this work. The project specifications did not mention several critical utilities, including high voltage power, private communication, public street lighting, and railroad communication lines that are crossing under and/or running parallel with the bridge at multiple locations.

These lines should have been relocated prior to project commencement for the safety of all personnel and the work zone. Coordination to relocate these lines began shortly after project commencement and was met with delays from the utility companies. The delays caused the lines to be removed untimely, which in turn altered the project construction schedule and shifted the project into the winter months. The delays altered the contractor's original plan for painting the I-75 structure over the Rouge River, which in turn caused idle labor and equipment time and increased cost due to working during the winter months. The contractor requested \$395,906.00 in delay costs; however, the contractor's delay was analyzed from their daily records and determined to be \$235,000.00. The extra cost for Utility Delays was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

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

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

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

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

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

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

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

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

Selection: Low bid.

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

Zip Code: 48101.

83. **Extra 2006 - 91**

Control Section/Job Number:	33403-54015	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Six-S, Inc. 2210 Scott Lake Rd. Waterford, MI 48328	
Designed By:	Local Agency	
Engineer's Estimate:	\$2,737,804.75	

Description of Project:

Construction of a left turn lane, including concrete pavement, aggregate base, concrete curb and gutter and related items of work on Okemos Road from Sower Boulevard to Mt. Hope Road, road widening from 4 to 5 lanes including concrete curb and gutter, concrete pavement, drainage structures and related work on Okemos Road from Jolly Road to the Red Cedar River, and sidewalk construction and culvert extension and drainage work on Okemos Road from Heritage Drive to Sower Boulevard, Ingham County.

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	July 15, 2005	
Original Contract Amount:	\$2,725,119.54	
Total of Overruns/Changes (Approved to Date):	130,081.45	+ 4.77%
Total of Extras/Adjustments (Approved to Date):	146,541.27	+ 5.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>83,261.97</u>	<u>+ 3.06%</u>
Revised Total	<u>\$3,085,004.23</u>	+ 13.21%

Offset Information

Total Offsets This Request	(\$63,962.98)	- 2.35%
Net Revised Request	\$19,298.99	+ 0.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.15% over the original budget for an **Authorized to Date Amount** of \$3,001,742.26.

Approval of this extra will place the authorized status of the contract 13.21% or \$359,884.69 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r. 2

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

Maintenance Gravel	390.030 Ton @ \$16.25/Ton	\$6,337.99
Cold Patch, Sewer Trenches	82.020 Ton @ \$150.00/Ton	12,303.00
Underdrain Subgrade, Open Graded, 10” Modified, Rain Garden	214.000 Ft @ \$78.46/Ft	16,790.44
Dr Structure, 48 inch dia Adjusted, Storm Septor Unit	1.000 Ea @ \$13,452.68/Ea	13,452.68
Dr Structure, 48 inch dia Adjusted, Super Trap	1.000 Ea @ \$278.00/Ea	278.00
Dr Structure, 72 inch dia Adjusted, Storm Septor Unit	2.000 Ea @ \$16,859.93/Ea	33,719.86
Dr Structure, 72 inch dia Adjusted, Super Trap	1.000 Ea @ \$380.00/Ea	<u>380.00</u>
Total		<u>\$83,261.97</u>

CM 6 Offset Information

Underdrain, Subgrade, Open Graded, 10” Modified, Rain Garden	-214.000 Ft @ \$78.46/Ft	(\$16,790.44)
Dr Structure, 48 inch dia Adjusted, Storm Septor Unit	-1.000 Ea @ \$13,452.68/Ea	(\$13,452.68)
Dr Structure, 72 inch dia Adjusted, Storm Septor Unit	-2.000 Ea @ \$16,859.93/Ea	<u>(\$33,719.86)</u>
Total		<u>(\$63,962.98)</u>

Net Revised CM 1 Request \$19,298.99

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

All extra work items on this contract modification were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities or will fix errors in the initial establishment of these items.

Proposed sewer and trench work on several of the existing sewer crossings did not match with the existing roadway concrete joint pattern. The contractor was directed to remove concrete in several of these areas to expand the crossing limits to match the concrete joints and enhance the service life of the concrete pavement. In these areas, the contractor was directed to place additional maintenance gravel and temporary asphalt cold patch material until the concrete pavement was placed. The extra cost for Maintenance Gravel and Cold Patch, Sewer Trenches was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index and work items on other local projects.

The extra work items Underdrain Subgrade, Open Graded, 10" Modified, Rain Garden; Dr Structure, 48 inch dia Adjusted, Storm Septor Unit; Dr Structure, 48 inch dia Adjusted, Super Trap; Dr Structure, 72 inch dia Adjusted, Storm Septor Unit; and Dr Structure, 72 inch dia Adjusted, Super Trap were required to address concerns raised by the Ingham County Drain Commission after project award. Each of these extra work items are part of the system to pre-treat storm water discharge prior to it entering a county drain. The extra work items Underdrain Subgrade, Open Graded, 10" Modified, Rain Garden; Dr Structure, 48 inch dia Adjusted, Storm Septor Unit; and Dr Structure, 72 inch dia Adjusted, Storm Septor Unit were established on the wrong project and category on a previous contract modification. This extra will add the extra work items to the proper project and category within the contract. The extra work items Dr Structure, 48 inch dia Adjusted, Super Trap and Dr Structure, 72 inch dia Adjusted, Super Trap were previously established with an incorrect unit price. The unit price was transposed; this contract modification will correct that error and compensate the contractor for the additional costs. The extra cost for each of these items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work in MDOT's Average Unit Price Index. This work is partially offset by a \$63,962.98 reduction in the original extra items as shown above.

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

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

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

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

Funding Source: FHWA, 80%; Ingham County, 20%.

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

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

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

Selection: Low bid.

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

Zip Code: 48864.

84. **Extra 2006 - 92**

Control Section/Job Number: 63459-56252 Local Agency Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Six-S, Inc.
 2210 Scott Lake Rd.
 Waterford, MI 48328
 Designed By: Hubbell, Roth & Clark, Inc.
 Engineer's Estimate: \$3,354,154.10

Description of Project:

0.7 kilometers of concrete pavement construction, storm sewers, traffic signals and wetland creation on Wixom Road/Johanna Ware Extension at Pontiac Trail, in the city of Wixom, Oakland County.

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	November 30, 2004	
Original Contract Amount:	\$2,907,577.88	
Total of Overruns/Changes (Approved to Date):	(37,409.94)	- 1.29%
Total of Extras/Adjustments (Approved to Date):	231,332.17	+ 7.96%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>8,378.68</u>	<u>+ 0.29%</u>
Revised Total	<u>\$3,109,878.79</u>	+ 6.96%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.67% over the original budget for an **Authorized to Date Amount** of \$3,101,500.11

Approval of this extra will place the authorized status of the contract 6.96% or \$202,300.91 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-016	16 r. 1, 22, 24	\$60,200.00	02/21/06
2006-031	20, 21, 23	\$10,275.04	03/21/06
2006-052	25 r. 1	\$1,586.57	05/02/06

Contract Modification Number(s): 28 r. 2, 29 r. 2

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

CM 28		
Sewer, Sch 40 PVC, 100mm	18.300 m @ \$89.57/m	\$1,639.13
Sewer Tap, 100mm	3.000 Ea @ \$227.50/Ea	<u>682.50</u>
Total		<u>\$2,321.63</u>

CM 29		
Sewer, SDR23.5 Sch 40, PVC 200mm Tr Det B	27.000 m @ \$88.20/m	\$2,381.40
Dr Structure, 200mm dia Over Existing	1.000 Ea @ \$1,062.60/Ea	1,062.60
Bit Mixture No. 3C, 50mm	1.360 t @ \$136.50/t	185.64
Bit Mixture No. 2C, 125mm	2.520 t @ \$84.00/t	211.68
Hydrant, Adj	1.000 Ea @ \$846.00/Ea	846.00
Joint, Contraction, W	139.200 m @ \$9.84/m	<u>1,369.73</u>
Total		<u>\$6,057.05</u>

Grand Total **\$8,378.68**

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

CM 28

The contractor encountered two unmarked sump drain leads during excavation work for the proposed storm sewer. The sump drains were damaged and the contractor was directed to remove and replace the drain leads. The leads were combined and replaced with new pipe to prevent additional damage during construction operations. The extra cost for Sewer, Sch 40 PVC, 100mm and Sewer Tap, 100mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work bid on the project.

CM 29

The extra work items Sewer, SDR23.5 Sch 40, PVC 200mm Tr Det B; Dr Structure, 200mm dia Over Existing; Bit Mixture No. 3C, 50mm; Bit Mixture No. 2C, 125mm and Hydrant, Adj were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

An existing 200mm storm sewer and drainage structures were encountered during construction operations. The contractor was required to relocate the storm sewer and drainage structures to avoid grade conflicts with the proposed roadway. The extra cost for Sewer, SDR23.5 Sch 40, PVC 200mm Tr Det B and Dr Structure, 200mm dia Over Existing was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work in the region.

A sewer investigation determined that the storm sewer and outlet for Wixom Road was deteriorated and partially collapsed. The contractor was directed to remove and replace the storm sewer and outlet. The additional work necessitated removal and replacement of the roadway section in the sewer trench. This extra work is 100 percent funded by the local agency. The extra cost for Bit Mixture No. 3C, 50mm and Bit Mixture No. 2C, 125mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work in the region.

The contractor was directed to adjust a fire hydrant in the greenway. It was determined that the fire hydrant would be too low after the final restoration slope was placed and graded due to the proposed roadway grades. The extra cost for Hydrant, Adj was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region.

Quantities for construction contraction joints were inadvertently omitted from the original bid quantities during the design phase. Contraction joints allow movement of the concrete pavement and are necessary to build the project per the plans and specifications. The extra cost for Joint, Contraction, W was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region and MDOT's Average Unit Price Index.

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

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

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

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

Funding Source: FHWA, 81.85%; City of Wixom, 18.15% (see above for specific pay item funding).

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

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

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

Selection: Low bid.

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

Zip Code: 48393.

85. **Extra 2006 - 93**

Control Section/Job Number:	82111-47085	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	John Carlo, Inc. 45000 River Ridge Drive Suite 200 Clinton Twp., MI 48038	
Designed By:	MDOT	
Engineer's Estimate:	\$12,045,866.66	

Description of Project:

2.06 kilometers of bituminous freeway reconstruction and lighting on M-10 from I-75 easterly to Griswold Street, and structure replacement, superstructure replacement, substructure repair and concrete deck overlay on M-10 under Porter Street, under Elizabeth Street, under the Larned Street ramp, under the Bagley Street ramp and under Howard Street (5 structures) in the city of Detroit, Wayne County.

Administrative Board Approval Date:	November 20, 2001	
Contract Date:	January 24, 2002	
Original Contract Amount:	\$10,755,589.95	
Total of Overruns/Changes (Approved to Date):	2,097,389.59	+ 19.50%
Total of Extras/Adjustments (Approved to Date):	901,949.75	+ 8.39%
Total of Negative Adjustments (Approved to Date):	(46,531.49)	- 0.43%
THIS REQUEST	<u>368,209.33</u>	<u>+ 3.42%</u>
Revised Total	<u>\$14,076,607.13</u>	+ 30.88%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 27.46% over the original budget for an **Authorized to Date Amount** of \$13,708,397.80.

Approval of this extra will place the authorized status of the contract 30.88% or \$3,321,017.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-76	48 r. 16, 55 r. 1, 56 r. 8, 58 r. 5	\$280,354.37	11/02/04

Contract Modification Number(s): 60

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

Additional Crews	\$41,240.26
Stockpiling/Double Handling	46,184.71
Contaminated Material Extra Handling Costs	28,857.45
Subcontractor Costs	26,980.34
Acceleration Overtime/Inefficiencies	<u>224,946.57</u>
Total	<u>\$368,209.33</u>

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

The contractor filed two project claims totaling \$896,075.01; \$856,152.70 for differing site conditions and \$39,922.31 for supplying sand for sewer trenches. The claim proceeded to a central office review hearing where it was heard by an independent MDOT review panel. The portion of the claim related to supplying sand for sewer trenches was denied in its entirety. The claim for differing site conditions was subdivided into seven parts and each part was analyzed by the panel. The panel determined that the contractor was due \$368,209.33 of the total claimed amount. The extra cost for each work item is based on force account documentation per Section 109.07 of the 1996 Standard Specifications for Construction or was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. All costs were determined to be reasonable based on force account documentation, daily records, or similar work on MDOT projects.

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

This Extra was recommended for approval by the State Transportation Commission at its June 29, 2006, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48201, 48226.

86. **Extra 2006 - 94**

Control Section/Job Number: 63081-45715 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: CH2M Hill Michigan, Inc.
Engineer's Estimate: \$44,632,212.92

Description of Project:

3.02 miles of freeway and ramp reconstruction, concrete pavement and shoulders, concrete pavement repairs, concrete pavement inlay, bridge rehabilitation on 5 structures, lighting, Michigan Intelligent Transportation System, signing, and pavement marking on M-10 from Beck Road to Lahser Road, in the city of Southfield, Oakland County. This project includes a 5-year material and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$26,358,391.07	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>193,444.75</u>	<u>+ 0.73%</u>
Revised Total	<u>\$26,551,835.82</u>	+ 0.73%

Offset Information

Total Offsets This Request	(414,147.51)	- 1.57%
Net Revised Request	(\$220,702.76)	- 0.84%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$26,358,391.07.

Approval of this extra will place the authorized status of the contract 0.73% or \$193,444.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

Temp X-Over's on I-696, VECP	<u>\$193,444.75</u>
Total	<u>\$193,444.75</u>

CM 1 Offset Information

Shoulder, Reinf Conc, High Performance	-2,222.220 Syd @ \$39.00/Syd	(\$86,666.58)
Aggregate Base, 4 inch	-4,576.660 Syd @ \$4.04/Syd	(18,489.71)
Aggregate Base, 8 inch	-4,888.880 Syd @ \$8.36/Syd	(40,871.04)
Dr Structure Cover	-16,280.000 Lb @ \$1.00/Lb	(16,280.00)
Dr Structure Cover, Adj, Case 2	-36.000 Ea @ \$272.10/Ea	(9,795.60)
Excavation, Earth	-971.930 Cyd @ \$5.31/Cyd	(5,160.95)
HMA, 3C	-1,210.000 Ton @ \$76.05/Ton	(92,020.50)
HMA, 4C	-403.330 Ton @ \$84.65/Ton	(34,141.88)
Joint, Contraction, C3	-885.200 Ft @ \$3.00/Ft	(2,655.60)
Lane Tie, Epoxy Anchored	-1,414.000 Ea @ \$5.00/Ea	(7,070.00)
Pavt, Rem	-9,257.780 Syd @ \$3.94/Syd	(36,475.65)
Shoulder Corrugations, Ground or Cut, Conc	-4,000.000 Ft @ \$0.70/Ft	(2,800.00)
Valley Gutter, Conc	-4,000.000 Ft @ \$15.43/Ft	<u>(61,720.00)</u>
Total		(\$414,147.51)
 Net Revised CM 1 Request		 <u>(\$220,702.76)</u>

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

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the supplemental specification for VECP, as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$414,147.51 and an additional cost of \$27,258.01, resulting in a net savings of \$386,889.51. The contractor is to receive one-half of the net savings per the supplemental specification; therefore, this contract modification will authorize payment to the contractor in the amount of \$193,444.75. The VECP proposed a modification to the pavement cross section required to construct two temporary crossovers on I-696 for project staging. The crossovers were required to maintain two-way traffic on either roadway while reconstructing portions of westbound I-696 and installing a new box culvert under both roadways. The VECP utilizes the existing concrete shoulders and valley gutters to maintain traffic through each crossover, and the contractor will pave through the existing valley gutter to provide proper safety and rideability. The VECP will result in reduced construction time and costs, and will not alter the essential design functions of the proposed temporary crossovers. The cost for Temp X-Over's on I-696, VECP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as part of a VECP review. This extra work is completely offset by a \$414,147.51 reduction in the original bid items shown above.

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

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

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

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

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.17%; City of Southfield, 1.98%.

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

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

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

Selection: Low bid.

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

Zip Code: 48037.

87. **Extra 2006 - 95**

Control Section/Job Number:	82121-47069A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Ajax Paving Industries, Inc. P O Box 7058 Troy, MI 48007	
Designed By:	MDOT	
Engineer's Estimate:	\$5,789,356.96	

Description of Project:

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

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	78,522.84	+ 1.27%
Total of Extras/Adjustments (Approved to Date):	1,560,530.32	+ 25.19%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>60,647.50</u>	<u>+ 0.98%</u>
Revised Total	<u>\$7,895,392.47</u>	+ 27.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 26.46% over the original budget for an **Authorized to Date Amount** of \$7,834,744.97.

Approval of this extra will place the authorized status of the contract 27.44% or \$1,699,700.66 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-04	10 r. 4	\$162,225.00	03/02/04
2004-64	22 r. 4, 23 r. 1, 24 r. 2, 25 r. 1, 26 r. 3, 27 r. 2, 28 r. 2, 31 r. 2	\$562,303.65	10/05/04
2005-26	30 r. 1, 33 r. 1, 36 r. 4, 37 r. 6	\$128,376.95	03/01/05
2005-46	38 r. 2, 39 r. 3, 40 r. 2, 41 r. 1, 42 r. 1, 43 r. 1	\$1,015,922.09	04/05/05
2005-124	44 r. 1, 52	\$32,276.31	11/01/05
2005-144	55, 60	\$164,167.26	12/06/05

Contract Modification Number(s): 64, 70, 71, 72

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

CM 64

Increased Contractor Cost Budget, Road	\$27,500.00
Increased Contractor Cost Budget, Bridge	<u>7,500.00</u>
Total	<u>\$35,000.00</u>

CM 70

Grading and Temporary Drainage Work	1.000 LS @ \$1,050.00/LS	<u>\$1,050.00</u>
Total		<u>\$1,050.00</u>

CM 71		
Foundation Excavation Adjustment B01		<u>\$8,087.00</u>
Total		<u>\$8,087.00</u>
CM 72		
Curb Removal Adjustment	7,679.300 Ft @ \$2.15/Ft	<u>\$16,510.50</u>
Total		<u>\$16,510.50</u>
Grand Total		<u>\$60,647.50</u>

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

CM 64

The contract specifications required all work in phase B start no sooner than June 7, 2004, and be completed by October 1, 2004. Delays were experienced as the utilities were not relocated from the existing bridge structure in a timely manner. The utility issue delayed the start of phase B to August 16, 2004; therefore, phase B was completed in the 2005 construction season. The contractor was delayed per Section 109.03 of the Interim 2003 Standard Specifications for Construction, as the controlling operation was delayed. The extra items Increased Contractor Cost Budget, Road and Increased Contractor Cost Budget, Bridge will establish budgeted items for this work. Final payment for this work will be based on Sections 109.03 and 109.07 of the Interim 2003 Standard Specifications for Construction and paperwork submitted by the contractor. Recovery costs are not being pursued as the utility companies were not informed of the required relocation dates.

CM 70

The contractor was directed to grade and complete drainage work for an area near the B02 bridge structure that was not draining properly. This work included new re-grading aggregate to accommodate revised curb grades, the bulkhead of an 8 inch sewer, and a temporary drain while work was completed. The extra cost for Grading and Temporary Drainage Work was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar force account work and work in the region.

CM 71

Differing site conditions (asbestos removal, wood pile removal) and extra work at the B01 structure delayed the completion of foundation excavation disposal. The disposal work was impacted by frost laws during late winter and early spring of 2004, as the original schedule shows this work being completed in fall 2003. The extra item Foundation Excavation Adjustment B01 will compensate the contractor for reduced size loads resulting from frost laws and the additional costs to dispose of material, as the planned disposal site was not available during the time of the disposal from the project site. The extra cost for Foundation Excavation Adjustment B01 was negotiated per Sections 103.02.C and 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in the region.

CM 72

The project plans depict the removal of the existing type E1 curbing. It was discovered during construction operations that the existing curbing was type E4, which is deeper than E1 curb. An extra work item was established to compensate the contractor for the additional backfill that was necessary and the increased trucking due to the larger volume of removed material. \$13,513.84 of this work is funded with Federal Highway Administration Funds, \$2,632.22 is funded with State Restricted Trunkline Funds, \$193.36 is funded with City of Detroit Funds, and \$171.08 is funded with City of Livonia Funds. The extra cost for Curb Removal Adjustment was negotiated per Sections 103.02.C and 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, force account submittals, and similar force account work in the region.

Section 103.04 – 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 June 29, 2006, meeting, and are now recommended for approval by the State Administrative Board on July 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36% (see above for specific pay item funding).
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: This item was required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48219.

88. **Extra 2006 -96**

Control Section/Job Number:	82123-52803	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$87,017,186.71	

Description of Project:

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

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	786,569.06	+ 0.98%
Total of Extras/Adjustments (Approved to Date):	5,020,785.10	+ 6.23%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>122,942.53</u>	<u>+ 0.15%</u>
Revised Total	<u>\$86,456,384.77</u>	+ 7.36%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.21% over the original budget for an **Authorized to Date Amount** of \$86,333,442.24.

Approval of this extra will place the authorized status of the contract 7.36% or \$5,930,296.69 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r. 1	\$380,033.85	07/05/05
2005-87	10	\$178,928.00	08/02/05
2005-97	11 r. 1, 12	\$336,851.70	09/06/05
2005-98	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05
2005-148	34 r. 3	\$629,562.35	12/06/05
2006-25	46 r. 1	\$305,457.15	03/07/06
2006-34	50 r. 1	\$189,280.00	03/21/06
2006-60	63 r. 1	\$474,626.25	06/06/06

Contract Modification Number(s): 80

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

CM 80

Open Graded Drainage Course (Shoulders)	1,528.980 Syd @ \$6.57/Syd	\$10,045.40
Station Grading	432.820 Sta @ \$212.00/Sta	91,757.84
Subgrade Undercut 1" x 3" Crushed Conc.	434.750 Cyd @ \$43.00/Cyd	18,694.25
Temp Replacement Lights		450.00
Temp NR Only Legend	2.000 Ea @ \$42.00/Ea	84.00
Temp NR Curve Arrows	2.000 Ea @ \$36.75/Ea	73.50
Rem Spec Mrkg Extra	1,163 Sft @ \$1.58/Sft	1,837.54
Total		<u>\$122,942.53</u>

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

All work items on this contract modification were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities, unless otherwise noted.

Open graded drainage course was necessary, as the concrete shoulder was changed to asphalt in one portion of the overall contract. This change in shoulder material was made to allow an early completion of the project stage; therefore, the contractor was directed to place an open graded drainage course under the roadway shoulders. The open graded drainage course was necessary to ensure positive drainage on the subgrade in the reconstruction areas. The extra cost for Open Graded Drainage Course (Shoulders) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items. This increase will adjust the previously authorized quantity to the final as-constructed quantity. The cost for this work will be offset by a future reduction in the original bid items necessary for the concrete shoulder section, including non-reinforced concrete, subbase and open graded drainage course 4 inch.

The roadway on several project ramps was in a severely deteriorated condition and the contractor was directed to reconstruct the ramps. The extra item Station Grading will compensate the contractor for the grading work that was required after removal of the existing roadway. The cost for Station Grading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

The region soil engineer recommended a 3 foot undercut in a 1,700 foot area of poor soil along westbound I-96. The undercuts were not practical for several reasons: the existing field conditions were extremely wet; the proposed storm sewer inlets were not low enough to drain a 3 foot undercut, which would result in an 18 inch layer of saturated material; and four cross-sewer runs would have to be removed and replaced. Therefore, MDOT directed the contractor to perform a 2 foot subgrade undercut and replace it with a 1 inch by 3 inch crushed concrete roadway section. The proposed section will leave the saturated layer, but the 1 inch by 3 inch stone will bridge this layer to permit proper support of the roadway section. This method of installation was discussed with and approved by the region soils engineer. The procedure will address the existing soil problems and reduce the amount of conflict with the proposed sewer system. The extra cost for Subgrade Undercut 1" x 3" Crushed Conc. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar region work of similar quantity. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15 per light. Lights on plastic drums and barricades are used to control traffic and warn motorists in the work zone. These lights are sometimes damaged by passing motorists. The extra, Temp Replacement Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light.

The contractor was directed to remove existing pavement marking symbols that were in conflict with the proposed work at the S18 bridge structure. The contractor was also directed to place temporary pavement marking turning symbols during staged construction at the S18 bridge structure. The temporary pavement markings and the removal of conflicting pavement markings improved traffic flow and enhanced safety of the motoring public during construction operations. The extra cost for Temp NR Only Legend, Temp NR Curve Arrows, and Rem Spec Mrkg Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra costs were deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

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

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48204, 48223, 48227, 48238.

89. **Extra 2006 - 97**

Control Section/Job Number: 81031-55457 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: Mead Bros. Excavating, Inc.
P.O. Box 99
Springport, MI 49284

Designed By: HH Engineering, LTD
Engineer's Estimate: \$2,210,641.49

Description of Project:

1.37 miles of constructing passing relief lanes, hot mix asphalt resurfacing and culvert extensions on US-12 (Michigan Avenue) from Feldkamp Road to Schill Road in Saline Township, Washtenaw County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	January 4, 2005	
Original Contract Amount:	\$2,195,000.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	337,630.15	+ 15.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>35,449.06</u>	<u>+ 1.61%</u>
Revised Total	<u>\$2,568,079.21</u>	+ 16.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.38% over the original budget for an **Authorized to Date Amount** of \$2,532,630.15.

Approval of this extra will place the authorized status of the contract 16.99% or \$373,079.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-028	3	\$276,684.68	03/07/06
2006-065	1, 4 r. 1	\$18,624.49	06/06/06

Contract Modification Number(s): 9

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

CM 9

Temp Conc Barrier Ending, Detail 2, Furn	2.000 Ea @ \$3,430.00/Ea	\$6,860.00
Temp Conc Barrier Ending, Detail 2, Oper	2.000 Ea @ \$180.00/Ea	360.00
TS System-Oper, Temp (Portable Power Source)	1.000 LS @ \$7,890.00/LS	7,890.00
Conc Barrier, Temp, Adjusted	600.000 Ft @ \$10.00/Ft	6,000.00
Conc Barrier, Temp, Furn	300.000 Ft @ \$34.00/Ft	10,200.00
Conc Barrier, Temp, Oper	300.000 Ft @ \$12.00/Ft	3,600.00
High Intensity Light, Type B, Furn	2.000 Ea @ \$225.00/Ea	450.00
High Intensity Light, Type B, Oper	2.000 Ea @ \$1.81/Ea	3.62
Sign, Type A, Temp, Prismatic, Furn	12.000 Sft @ \$7.10/Sft	85.20
Sign, Type A, Temp, Prismatic, Oper	12.000 Sft @ \$0.02/Sft	0.24
Total		<u>\$35,449.06</u>

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

After project award and prior to the start of construction operations, it was discovered that the footings supporting a three sided box culvert at station 468+82 were severely undermined. The undermining was jeopardizing the structural integrity and safety of the culvert, and the roadway. As previously approved, the culvert was removed and replaced. The contractor, as part of the culvert work, was directed to properly maintain traffic. Numerous traffic control items were necessary to properly maintain traffic during replacement of the roadway culvert. These items included temporary concrete barrier wall, temporary traffic signals, and type A signage. The extra cost for Temp Conc Barrier Ending, Detail 2, Furn; Temp Conc Barrier Ending, Detail 2, Oper; TS System-Oper, Temp (Portable Power Source); Conc Barrier, Temp, Adjusted; Conc Barrier, Temp, Furn; Conc Barrier, Temp, Oper; High Intensity Light, Type B, Furn; High Intensity Light, Type B, Oper; Sign, Type A, Temp, Prismatic, Furn; and Sign, Type A, Temp, Prismatic, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar quantity work in MDOT's Average Unit Price Index.

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

This Extra is recommended for approval by the State Transportation Commission at its June 29, meeting, and is now recommended for approval by the State Administrative Board on July 5, 2006.

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

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

Funding Source: State Restricted Trunkline, 100%.

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

Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48176.

OVERRUNS

90. **Overrun 2006 - 30**

Control Section/Job Number: 38409-55999 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: Mills Excavating
 2840 Shirley Drive
 Jackson, MI 49201

Designed By: Local Agency
 Engineer's Estimate: \$518,146.10

Description of Project:

0.33 miles of hot mix asphalt pavement, curb and gutter reconstruction, cold milling and resurfacing, with drive approach and sidewalk ramp upgrades on Ganson Street from the west city limits of Jackson to Wisner Street along with cold milling and hot mix asphalt overlay on Waterloo Street from East Michigan Avenue to Homewild Avenue, in the city of Jackson, Jackson County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	April 30, 2004	
Original Contract Amount:	\$419,202.99	
Total of Overruns/Changes (Approved to Date):	41,920.30	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	186,888.06	+ 44.58%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>5,958.00</u>	+ <u>1.42%</u>
Revised Total	<u>\$653,969.35</u>	+ 56.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 54.58% over the original budget for an **Authorized to Date Amount** of \$648,011.35.

Approval of this overrun will place the authorized status of the contract 56.00% or \$234,766.36 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:

Sanitary Sewer, PS46 PVC, 18 inch, Tr Det B	90.000 Ft @ \$66.20/Ft	<u>\$5,958.00</u>
Total		<u>\$5,958.00</u>

Reason(s) for Overrun(s):

Additional quantity of 18 inch PVC sewer was necessary to build the project per the plans and specifications. The quantities were listed on the project plans as 12 inch sewer, but 18 inch sewer was required per the field conditions and the existing sewer pipe. The work item, Sanitary Sewer, PS46 PVC, 18 inch, Tr Det B, is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 50.36%; City of Jackson, 49.64%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49201.

91. **Overrun 2006 - 31**

Control Section/Job Number:	84912-77477	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	John R. Howell, Inc. 9200 Bridge Highway Dimondale, MI 48821	
Designed By:	MDOT	
Engineer's Estimate:	\$392,630.38	

Description of Project:

Traffic signal modernization and upgrade at twelve locations on various routes in the cities of Alpena and Rogers City, in the townships of Green and Oscoda, Alpena, Iosco, and Presque Isle Counties.

Administrative Board Approval Date:	August 17, 2004	
Contract Date:	August 23, 2004	
Original Contract Amount:	\$398,913.10	
Total of Overruns/Changes (Approved to Date):	39,891.31	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	110,321.35	+ 27.66%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>9,600.00</u>	+ <u>2.41%</u>
Revised Total	<u>\$558,725.76</u>	+ 40.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 37.66% over the original budget for an **Authorized to Date Amount** of \$549,125.76.

Approval of this overrun will place the authorized status of the contract 40.07% or \$159,812.66 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:

Cont & Cab, Solid State Actuated, Deliv	1.000 Ea @ \$9,600.00/Ea	<u>\$9,600.00</u>
Total		<u>\$9,600.00</u>

Reason(s) for Overrun(s):

The statewide signal inspector recommended a change to actuated signal controllers and respective cabinets. The engineer agreed with the recommendation and directed the contractor to complete several signals with actuated signal controllers and cabinets. Actuated controllers allow the option of wiring actuated lane detectors directly to the signal controller. This was to be called out during the design phase, but was inadvertently omitted. The work item Cont & Cab, Solid State Actuated, Deliv is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49707.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director