

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - June 1, 2005 - 3:30 P.M.
State Administrative Board Meeting - June 7, 2005 - 11:00 A.M.

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MINERAL LEASES

1. One Direct Nonmetallic Sand and Gravel Lease - Development: Charlevoix County Road Commission, of Boyne City, Michigan, 40 acres, more or less, of State-owned fee and minerals located on Beaver Island in Section 13, T37N, R11W, Peaine Township, Charlevoix County.

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

This item was approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on May 2, 2005. The form of legal document involved in this transaction 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 1, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: June 7, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

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|----|---|----------------------------|--------------------------------------|-----------------|
| 1. | David Wickstrom
E1056 H-44
Trenary, MI 49891 | Janitorial Services | 3 Year Contract: | \$31,488 |
| | | | Optional 1st Year: | \$10,496 |
| | | | Optional 2nd Year: | \$10,496 |

Approval is requested to authorize the Alger County Road Commission to award a three-year seasonal subcontract for roadside park maintenance and janitorial services to be performed twenty-eight weeks per year at the Lake Superior scenic turn-outs on M-28 in Alger County. The subcontract includes the option of two additional one-year extensions of twenty-eight weeks per year based on the original contract price. The project was advertised, and two bids were received. The low bidder defaulted, and the second low bidder, which had competitive rates, was awarded the contract. The subcontract will be in effect from the date of award through October 26, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside park maintenance and janitorial services to be performed at the Lake Superior scenic turn-outs on M-28 in Alger County.

Benefit: Safer and cleaner roadside parks.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the rest areas will be closed due to unsafe and unsanitary conditions for the public.

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

Selection: Low bid.

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

Zip Code: 49891.

2. **Tiede Landscaping** **Mowing** **\$355,897.50**
P.O. Box 36956
Grosse Point Farms, MI 48236

Approval is requested to authorize the City of Sterling Heights to award a three-year subcontract for roadside mowing, litter pick-up, weeding, and mulching services to be performed on M-59 (Hall Road) from Dequindre Road to east of I-94. The project was advertised, and ten bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through March 31, 2008. 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-59 (Hall Road) from Dequindre Road to east of I-94 in Sterling Heights.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

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: 48236.

3. **Florence Cement Company** **Concrete Pavement** **\$525,479.15**
12798 23 Mile Road **Repairs**
Shelby Township, MI 48315

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for concrete pavement repair work to be performed on M-3 within Clinton Township, M-29 in Chesterfield Township, and M-53 in Shelby Township. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for concrete repair work to be performed on M-3, M-29, and M-53 in Macomb County. The work includes concrete repair of approximately 18,000 square yards of 9 inch, and 25,000 square yards of 7 inch, non-reinforced concrete pavement repair on various roads throughout Macomb County.

Benefit: Will provide for safer highways and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The road surface is deteriorating. This work will make the road smoother and safer for motorists.

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

Selection: Low bid.

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

Zip Code: 48315.

4. **United Lawnscape, Inc.** **Turf Fertilization** **\$25,600**
62170 Van Dyke Road **and Weed Control**
Washington, MI 48094

Approval is requested to authorize the City of Sterling Heights to award a two-year subcontract for weed control and turf fertilization work to be performed on the M-59 boulevard median from Van Dyke to just east of I-94 in the city of Sterling Heights. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through May 16, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for weed control and turf fertilization work to be performed on the M-59 boulevard median from Van Dyke to just east of I-94 in the city of Sterling Heights.

Benefit: Safer highways and increased visibility for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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: 48094.

5. **United Lawnscape, Inc.** **Mowing** **\$68,025**
62170 Van Dyke Road **and Weed Control**
Washington, MI 48094

Approval is requested to authorize the City of Sterling Heights to award a three-year subcontract for mowing, weeding, mulching, trimming of shrubbery, and litter pick-up services to be performed on M-53 (Van Dyke) from 14 ½ Mile Road to just north of 18 Mile Road in the city of Sterling Heights. The project was advertised, and four bids were received. The low bidder did not have adequate equipment to perform the work, and the second low bidder was awarded the contract. The subcontract will be in effect from the date of award through March 31, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for mowing, weeding, mulching, trimming of shrubbery, and litter pick-up services to be performed on M-53 in the city of Sterling Heights.

Benefit: Safer highways and increased visibility for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48094.

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| 6. | Klett Construction Co., Inc.
46046 Red Arrow Highway
Paw Paw, MI 49079 | HMA Shoulder Widening
& Curb and Gutter
Replacement | \$115,112.50 |
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Approval is requested to authorize the Van Buren County Road Commission to award a subcontract for hot mix asphalt (HMA) full-depth shoulder widening with new curb and gutter and new curb island work to be performed on M-43 and 72nd (1 mile east of I-196) in Van Buren County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through July 22, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full-depth shoulder widening with new curb and gutter and new curb island work to be performed on M-43 and 72nd (1 mile east of I-196) in Van Buren County.
Benefit: Will provide for safer highways and will help to reduce winter maintenance costs.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.
Risk Assessment: The curbs and gutter need to be replaced to make the roads safer for motorists.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49079.

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| 7. | Clean Earth Environmental
5189 King Highway
Kalamazoo, MI 49048 | Culvert Cleaning
and Inspection | \$187,500 |
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Approval is requested to authorize the Berrien County Road Commission to award a subcontract for culvert cleaning, video inspection, and global positioning system (GPS) locating of drainage culverts along I-94, I-196, US-31, and US-12 in Berrien County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 15, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for culvert cleaning, video inspection, and GPS locating of drainage culverts along I-94, I-196, US-31 and US-12 in Berrien County.
Benefit: Prevents drainage backups onto roadways resulting in less costly repairs.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.
Risk Assessment: If the work is not performed, the roadway could become hazardous.
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: 49048.

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| 8. | Blue Badger, Inc.
1502 N. Fancher, Box 442
Mt. Pleasant, MI 48858-0442 | Culvert Liner
Installation | \$87,940.32 |
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Approval is requested to authorize the Clare County Road Commission to award a subcontract for culvert liner installation work to be performed at various locations throughout Clare County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for culvert liner installation work to be performed at various locations throughout Clare County.

Benefit: Repairs prevent culvert bottoms from washing out during times of high water flow.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, a void could develop under the roadway causing the road to collapse.

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: 49048.

CONTRACTS

9. HIGHWAYS (Real Estate) - Resolution "H" (Excess Property Exchange)
Tract 699, Control Section 50015, Parcel 607, Part A, Parcel 608, Part A

The subject tract is located in the township of Washington, Macomb County, Michigan, and contains approximately 2.19 acres. The property to be acquired is located in the township of Washington, Macomb County, Michigan, and contains approximately 33,668 square feet. MDOT is acquiring property from Morris Foltz for the M-53 project. It was appraised by Paul Sander, Region Appraisal Manager, Metro Region, on May 28, 2002, at \$20,700. The property MDOT is exchanging was appraised by Gerald Lacey, Staff Appraiser, Metro Region, on February 26, 2005, at \$19,000. The transaction was approved for exchange by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on May 4, 2005, for an even exchange. The property was not offered to the local municipalities because it was part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Even Exchange

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

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

Funding Source: N/A - revenue generating.

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

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.
Cost Reduction: The state does not accept less than appraised value.
Selection: N/A.
New Project Identification: N/A.
Zip Code: 48806.

10. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0810) between MDOT and Lake State Railway Company dated July 5, 1994, will provide for improvements under job number (83599) to a crossing of the Lake State Railway Company tracks at M-61, city of Standish, Arenac County. These improvements include crossing surface reconstruction and re-cabing for the existing warning devices.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$116,000</u>
Total Funds	<u>\$116,000</u>

STR 06021 - 83599
Railroad Force Account Work

Purpose/Business Case: To provide for the rebuilding of existing crossing surfaces and recabing for warning devices.

Benefit: Increased safety by providing a smoother crossing surface.

Funding Source: Federal Highway Administrative Funds.

Commitment Level: 100% federal; based on railroad estimate.

Risk Assessment: Lower probability of vehicle loss of control due to a smoother crossing surface.

Cost Reduction: Improvements are on railroad property, and Lake State Railway Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 49331.

11. HIGHWAYS - IDS Construction Engineering Services

Retroactive Authorization Revision (Z9/R5) under Contract (99-0129) between MDOT and STS Consultants, Ltd., will retroactively change the authorization effective date by twenty days to allow costs incurred before the original authorization effective date of April 20, 2000, to be reimbursed, in accordance with an October 18, 2004, decision of the Disputed Audits Review Team (DART) (DART Report 194). The original authorization, which expired on March 31, 2002, provided for full construction engineering services to be performed on US-31 in Charlevoix County. The revised authorization term will be March 31, 2000, through March 31, 2002. The contract term is April 1, 1999, through March 31, 2002. The authorization amount remains unchanged at \$89,838.78. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To retroactively change the effective date of the authorization to allow reimbursement for costs incurred prior to the original effective date of the authorization, in accordance with an October 18, 2004, decision of DART (DART Report 194). There will be no increase in costs.

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

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

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

Risk Assessment: If this revision is not approved, MDOT 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 revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49712.

12. *HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0496/A1) between MDOT and Wade-Trim/Associates, Inc., will retroactively extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z11) and (Z17), for which extra time is needed for completion of design work (two days retroactive). (See following items.) The original contract, which expired on June 5, 2005, provides for design engineering 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 June 5, 2002, through June 5, 2006. The maximum contract amount remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow for various engineering services for on-going projects authorized under this IDS contract to be considered for time extensions when conditions warrant. Authorizations in need of time extensions will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can 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: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time.

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 IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

13. HIGHWAYS - IDS Design Engineering Services

Authorization Revision (Z11/R2) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will retroactively extend the authorization term by one year to allow the consultant time to complete the services at no additional cost (two days retroactive). The original authorization, which expired on June 5, 2005, provided for road design engineering services to be performed on US-24 (Telegraph Road) from Beechmont Road to M-153 (Ford Road) in Wayne County (CS 82053 - JN 59067C). The revised authorization term will be September 12, 2003, through June 5, 2006. The authorization amount remains unchanged at \$370,798.77. The contract term will be June 5, 2002, through June 5, 2006. (See previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will retroactively extend the authorization term by one year to allow the consultant time to complete the services at no additional cost. An extension is needed because the consultant agreed to minor additional design services at no additional cost. The original authorization, which expired on June 5, 2005, provided for road design engineering services to be performed on US-24 (Telegraph Road) from Beechmont Road to M-153 (Ford Road) in Wayne County.

Benefit: This revision will allow time for the consultant to provide the necessary additional design services at no additional cost.

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

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

Risk Assessment: The risk of not authorizing these services is that the design project will not have the necessary additional design services. MDOT would then need to pay for the services separately.

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: 48124.

14. HIGHWAYS - IDS Design Engineering Services

Authorization Revision (Z17/R1) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will retroactively extend the authorization term by one year to allow the consultant time to complete the services at no additional cost (two days retroactive). The original authorization, which expired on June 5, 2005, provided for road design engineering services to be performed on US-24 (Telegraph Road) from M-153 (Ford Road) to Joy Road in Wayne County (CS 82053 - JN 59068C). The revised authorization term will be September 12, 2003, through June 5, 2006. The authorization amount remains unchanged at \$363,740.68. The contract term will be June 5, 2002, through June 5, 2006. (See previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will retroactively extend the authorization term by one year to allow the consultant time to complete the services at no additional cost. An extension is needed because the consultant agreed to minor additional design services at no additional cost. The original authorization, which expired on June 5, 2005, provided for road design engineering services to be performed on US-24 (Telegraph Road) from M-153 (Ford Road) to Joy Road in Wayne County.

Benefit: This revision will allow time for the consultant to provide the necessary additional design services at no additional cost.

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

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

Risk Assessment: The risk of not authorizing these services is that the design project will not have the necessary additional design services. MDOT would then need to pay for the services separately.

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: 48124.

15. HIGHWAYS - IDS Research Services

Authorization Revision (Z2/R1) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by approximately three months to provide sufficient time for the university to complete the research services. The authorization was awarded later than the anticipated start date of the project, and the expiration date was not adjusted to reflect this shift. The original authorization provides for laboratory evaluation of alignment tolerances for dowel bars and their effects on joint opening behavior. The revised authorization term will be January 1, 2004, through June 30, 2006. The authorization amount remains unchanged at \$197,048. The contract term is September 10, 2003, through April 21, 2007, 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 sufficient time for the University to complete research services. The authorization was awarded later than the anticipated start date of the project, and the expiration date was not adjusted to reflect this shift.

Benefit: With the additional three months, the principal investigator will be able to produce the deliverables within the time frame that he originally proposed.

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

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

Risk Assessment: If this revision is not approved, the test matrix that was agreed upon by the research team and MDOT representatives will not be fully tested. This matrix consists of different dowel misalignment scenarios. Without completion of the matrix, the recommendation for specifications on dowel misalignments cannot be implemented with full confidence.

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 and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48824.

16. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0079/A1) between MDOT and URS Corporation Great Lakes will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z15), for which extra time is needed for the performance of additional design services. 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 November 21, 2002, through November 21, 2006. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow for design engineering services for ongoing projects authorized under this IDS contract to be considered for time extensions when conditions warrant. Authorizations in need of time extensions will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can 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: The current expiration date of the authorization may cause services to end prematurely creating a support problem with the project.

Cost Reduction: There is no cost associated with this request.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

17. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z15/R3) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will revise the authorization scope, increase the authorization amount by \$29,820.31, and extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional services include utilities design of electrical street lighting relocation plans on US-12 from Centerville Road east to the city of Sturgis, St. Joseph County (CS 78022 - JN 50768C). The original authorization provides for all work related to design work, including removing the existing pavement, reconstructing the roadway, and providing new concrete curb and gutter and new storm sewer. The revised authorization term will be November 21, 2002, through November 21, 2006. The revised authorization amount will be \$292,310.69. The contract term will be November 21, 2002, through November 21, 2006. (See previous item.) Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To revise the authorization scope, increase the authorization amount by \$29,820.31, and extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional services include utilities design of electrical street lighting relocation plans on US-12 from Centerville Road east to the city of Sturgis, St. Joseph County (CS 78022 - JN 50768C).

Benefit: The additional services will provide the best possible and most context sensitive designs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the additional services are not completed, the project may not proceed on schedule and MDOT may lose federal funds.

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

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

New Project Identification: This is not a new project.

Zip Code: 49091.

18. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z24/R1) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for planned additional services for full construction engineering for pavement repair and hot mix asphalt overlay to be performed on I-696 Service Drive from Milton Avenue to M-97 in the cities of Warren and Center Line, Macomb County (CS 50061 - JN 80009A), and will increase the authorization amount by \$530,033.52. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The original authorization provides for preliminary construction engineering services to be performed for the same location. The authorization term remains unchanged, May 4, 2005, through June 5, 2006. The revised authorization amount will be \$629,972.50. The contract term is June 5, 2003, through June 5, 2006. Source of Funds: 81.85% Federal Highway Administration Funds, 16.28% State Restricted Trunkline Funds, and 1.87% City of Warren Funds.

Purpose/Business Case: To provide for planned additional services for full construction engineering for pavement repair and hot mix asphalt overlay on the I-696 Service Drive from Milton Avenue to M-97 in the cities of Warren and Center Line, Macomb County. A small preliminary authorization was issued to provide emergency services, and this revision covers the rest of the required construction engineering services for the entire construction project.

Benefit: Will ensure that the project is built to MDOT and federal standards and that the safety of travelers is protected at all times. Will also ensure that work zones are set up safely and correctly, in compliance with MDOT standards.

Funding Source: 81.85% Federal Highway Administration Funds, 16.28% State Restricted Trunkline Funds, and 1.87% City of Warren Funds.

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

Risk Assessment: If this revision is not approved, major construction problems could occur, which could result in substantial cost overruns, possible schedule delays, and compromised public safety. The lack of continuous construction engineering services throughout construction risks the loss of federal funding.

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

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

New Project Identification: This is not a new project.

Zip Code: 48093.

19. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2004-0100) between MDOT and Lichtenstein Consulting Engineers, Inc., will provide for the performance of electrical, mechanical, and structural rehabilitation of the Bascule Bridge on US-31 over the Grand River in Grand Haven, Ottawa County (CS 70014 - JN 82952D). The work items include thin epoxy overlay, joint replacement, partial painting, steel repair, substructure repair, concrete surface coating, slope paving repair, electrical work, mechanical work, and traffic signal upgrades. The authorization will be in effect from the date of award through December 31, 2005. The authorization amount will be \$215,504.25. The contract term is February 19, 2004, through February 19, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the rehabilitation of the mechanical, electrical, and structural elements of the Bascule Bridge. This bridge is located on US-31 over the Grand River in Grand Haven, Ottawa County.

Benefit: This work will maintain the bridge operational to both vehicular and navigational traffics for the next ten to fifteen years.

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: This is preventive maintenance work scheduled for this bridge. If the repairs are not performed at this time, the bridge will deteriorate at a faster rate and might have to be closed.

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 preventive maintenance project.

Zip Code: 49417.

20. *HIGHWAYS – Revise Scope

Amendatory Contract (2004-0137/A2) between MDOT and CH2M Hill Michigan, Inc., will revise the project scope to delete some items from the project and provide for the additional design and coordination work needed to separate the deleted items into an independent project and will increase the contract amount by \$68,944.33. The amendment will provide for the deletion of a structure survey, a temporary crossover, and roadway widening work from the original design project and the addition of design and coordination work for an independent project that will include the deleted items. The original contract provides for the design of M-10 from Lahser Road to Beck Road and of I-696 from US-24 (Telegraph Road) to Franklin Road in the city of Southfield, Oakland County. The contract term remains unchanged, March 10, 2004, through July 1, 2006. The revised contract amount will be \$2,439,201.78. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

Purpose/Business Case: To revise the project scope to delete some items from the project and provide for the additional design and coordination work needed to separate the deleted items into an independent project and to increase the contract amount by \$68,944.33. The amendment will provide for the deletion of a structure survey, a temporary crossover, and roadway widening work from the original design project and the addition of design and coordination work for an independent project that will include the deleted items. The original contract provides for the design of M-10 from Lahser Road to Beck Road and of I-696 from US-24 (Telegraph Road) to Franklin Road in the city of Southfield, Oakland County.

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

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

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

Risk Assessment: Failure to perform this work could jeopardize MDOT's ability to complete the project in 2006, which could force the construction into the next year and into conflict with the 2007 project schedule. This could result in schedule delays, higher unit prices, additional costs, increased user delays, and increased supervision during construction.

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

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

New Project Identification: This is a rehabilitation project.

Zip Code: 48034.

21. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z6/R1) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., will provide for additional design services to be performed along I-75 from M-15 to Joslyn Road in Independence Township and the city of Auburn Hills, Oakland County, and will increase the authorization amount by \$184,929.64. The additional services include required design for the replacement and upgrade of guardrail and installation of median guardrail for a total new project length of 8.9 miles. The original authorization provides for the design of I-75 from Clintonville Road to Sashabaw Road in Clarkston Township, Oakland County. The authorization term remains unchanged, March 24, 2005, through June 7, 2007. The revised authorization amount will be \$252,061.99. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for additional design services to be performed along I-75 from M-15 to Joslyn Road in Independence Township and the city of Auburn Hills, Oakland County, and to increase the authorization amount by \$184,929.64. The additional services include required design for the replacement and upgrade of guardrail and installation of median guardrail for a total new project length of 8.9 miles.

Benefit: Will provide for the extension of limits to the existing authorization to include the limits between M-15 and Joslyn Road. The additional guardrail design will provide for improved safety to the traveling public.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: The risk of not authorizing these services would be the elimination of the opportunity to provide for guardrail improvements to increase safety.

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

Selection: Sole source for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48326.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z8) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., will provide for design services for deck replacement to be performed on Parkview Avenue over US-131 in Kalamazoo County (CS 39014 - JN 81325). The authorization will be in effect from the date of award through June 7, 2007. The authorization amount will be \$436,747. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Highway Funds.

Purpose/Business Case: To provide for design services for rapid deck replacement on Parkview Avenue over US-131.

Benefit: Will provide for repair of this bridge and development of plans for faster replacement of decks.

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

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

Risk Assessment: If this authorization is not approved, the bridge will continue to deteriorate, which could result in excess maintenance costs. Also, we would not learn how to replace decks more quickly.

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: 49001.

23. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z11/R2) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for additional bridge design services for the reconstruction and rehabilitation of existing structures B01 and B02-2 of 82053 and S01-3 and S01-4 of 82062 (JN 60333D) in Wayne County and will increase the authorization amount by \$53,921.77. The original authorization provides for bridge structure design, including deck replacement, structural steel repair, paint, substructure repair, and epoxy flood coating, to be performed in Wayne County. The authorization term remains unchanged, October 13, 2004, through April 7, 2007. The revised authorization amount will be \$407,951.84. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Funds.

Purpose/Business Case: This revision will provide for additional bridge design services for the reconstruction and rehabilitation of existing structures B01 and B02-2 of 82053 and S01-3 and S01-4 of 82062 (JN 60333D) in Wayne County and will increase the authorization by \$53,921.77.

Benefit: Increased safety for motorists.

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

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

Risk Assessment: Not approving this authorization could result in the structural integrity of these bridges being compromised.

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 contract.

Zip Code: 48120.

24. HIGHWAYS - Additional Services

Amendatory Contract (2004-0235/A1) between MDOT and Tetra Tech MPS will provide for additional full construction engineering services to be performed for the new freeway interchange at M-59 and relocated Adams Road in Rochester Hills, Oakland County (CS 63043 - JN 77201A), and will increase the authorization amount by \$77,781.26. The work items remain unchanged, including project administration, inspection, quality assurance testing, and preparation and documentation of project records. The original authorization provides for full construction engineering services to be performed for the same location. The contract term remains unchanged, April 26, 2004, through November 1, 2005. The revised contract amount will be \$1,078,634.64. Source of Funds: 80% Federal Highway Administration Funds, 17.59% State Restricted Trunkline Funds, and 2.41% City of Rochester Hills Funds.

Purpose/Business Case: To provide for additional full construction engineering for the new freeway interchange at M-59 and relocated Adams Road in Rochester Hills, Oakland County. The construction project requiring these construction engineering services includes part of relocated Adams Road, weave/merge lanes on eastbound and westbound M-59, four new interchange ramps, one new bridge at a ramp over ramp grade separation, and removal of existing Adams Road interchange features. The additional amount is required to cover the federally-required oversight of a large amount of extra work added to the construction project.

Benefit: Will ensure that the project is built to MDOT and federal standards and that the safety of travelers is protected at all times. Will also ensure that work zones are set up safely and correctly, in compliance with MDOT standards.

Funding Source: 80% Federal Highway Administration Funds, 17.59% State Restricted Trunkline Funds, and 2.41% City of Rochester Hills Funds.

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

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

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

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

New Project Identification: This is a new construction project.

Zip Code: 48309.

25. HIGHWAYS - IDS Design Consultant Services

Authorization (Z4) under Contract (2004-0410) between MDOT and Williams & Works, Inc., will provide for capital preventative maintenance (CPM) bridge design work to be performed for four bridges on M-44 and M-37 in the Grand Region, Kent County (CSs 41025, 41026, 41051 - JN 82763D). The authorization will be in effect from the date of award through August 6, 2007. The authorization amount will be \$124,807.24. The contract term is August 6, 2004, through August 6, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for CPM bridge design to be performed for four bridges on M-44 and M-37 in the Grand Region, Kent County.

Benefit: Will maintain the four bridges for the next fifteen to twenty years of operation without any additional major work.

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: This is preventive maintenance work scheduled for these bridges. If the repairs are not performed at this time, the bridges will deteriorate at a faster rate and might have to be closed.

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: 49546.

26. HIGHWAYS - IDS Design Consultant Services

Authorization (Z6) under Contract (2004-0571) between MDOT and Alfred Benesch & Company will provide for design services for bridge rehabilitation to be performed on I-196 eastbound over Lane Avenue in the city of Grand Rapids, Kent County (CS 41029 - JN 55628D). The work items include deck replacement and widening, beam repairs, substructure repairs, and approach work. This authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$224,746.30. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services for bridge deck replacement and bridge widening to be performed on I-196 eastbound over Lane Avenue in Grand Rapids, Kent County.

Benefit: Will extend the useful life of this structure.

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

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

Risk Assessment: This structure is in poor condition and in need of repair if it is to continue to function properly. Delaying the repairs will lead to further and more costly repairs in the future.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

27. HIGHWAYS - IDS Design Consultant Services
Authorization (Z13) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for maintaining traffic for the construction of a combination five lane/four lane boulevard on M-59 between I-96 and Michigan Avenue in Howell Township, city of Howell, Livingston County (CS 47082 - JN 48762C). The work items include preparing maintaining traffic plans, temporary pavement plans, pavement marking plans, and traffic signal plans and providing subsurface utility engineering (SUE) services. The authorization will be in effect from the date of award through December 20, 2007. The authorization amount will be \$193,260.29. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for maintaining traffic for the construction of a combination five lane/four lane boulevard on M-59 between I-96 and Michigan Avenue in Howell Township, city of Howell, Livingston County (CS 47082 - JN 48762C). The work items include preparing maintaining traffic plans, temporary pavement plans, pavement marking plans, and traffic signal plans and providing SUE services.

Benefit: Increased safety and capacity for motorists. Will provide for a better flow of traffic and reduce traffic back-ups and delays.

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: Traffic flow will continue to deteriorate and potentially cause safety concerns along with increased delays.

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 an existing roadway.

Zip Code: 48843.

28. *HIGHWAYS - Uninterrupted Lighting Maintenance and Safety Services
Retroactive Contract (2005-0200) between MDOT and Harlan Electric Company will retroactively provide for uninterrupted routine and preventative maintenance of freeway lighting in Wayne County and for emergency and accident damage repairs to the MDOT-owned lighting facilities. The work items include the routine performance of any work necessary for the repair and maintenance of MDOT's freeway lighting system. The contract term will be May 10, 2003, through March 31, 2005. The contract amount will be \$2,674,951.03. Source of Funds: 100% State Restricted Trunkline Funds.

This contract is being processed retroactively to provide for services performed in good faith after Contract (84909-M00189) expired on May 9, 2003, and for reimbursement for the costs of these services incurred from May 10, 2003, through March 31, 2005. MDOT instructed the contractor to continue to perform the services after the expiration of Contract (84909-M00189) in order to provide uninterrupted routine and preventative maintenance of freeway lighting and emergency and accident damage repair services while a new contract was prepared and processed. The project was perceived to be a construction contract because of the way it was advertised and let, and the construction contract modification process was used to extend the contract term and add services and costs. This process was later determined to be inappropriate because of the types of services provided; this determination required the award of a new service contract or modification by the service contract amendment process rather than by the extra/overrun process used for construction contracts. Retroactive approval of this contract will ensure that the correct contracting method is used to provide for payment for services performed in good faith by the contractor. MDOT will not extend contracts of this type in the future but will process new contracts in a timely manner to prevent interruption of the essential services.

Purpose/Business Case: This contract will retroactively provide for uninterrupted continuation of essential lighting maintenance and safety repair services performed after the expiration of Contract (84909-M00189) and for payment for those services, which the contractor performed in good faith at MDOT's request. A new contract for further continuation of the services (84909-M00200) was let March 4, 2005, and became effective on April 1, 2005.

Benefit: Uninterrupted continuation of essential lighting maintenance and safety repair services; payment to the contractor for providing such services on a good faith basis in the absence of a contract. Harlan Electric Company will continue to provide the maintenance and repair services under Contract (84909-M00200), for which it was the low bidder.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The project was originally bid by invitation; the lowest bidder was awarded the contract. The bids were based on estimated quantities for various items of work for project construction and fixed quantities for routine maintenance. For the negotiated extension, the contractor agreed to perform the required work at the original bid prices with the exceptions of the prices for frangible transformer bases and for electrician wages. Payment for the services performed from May 10, 2003, through March 31, 2005, will be on the basis of agreed upon amounts and will not exceed \$2,674,951.03.

Risk Assessment: If this contract is not approved, MDOT will be unable to pay the contractor for essential services performed in good faith at MDOT's instruction. The same contractor will continue to provide the maintenance and repair services under Contract (84909-M00200), for which it was again the low bidder. The new contract became effective on April 1, 2005.

Cost Reduction: The price has been fixed by contract. The contractor agreed to perform the required work at the original bid prices, with the exceptions of the prices for frangible transformer bases and for electrician wages, for the period of May 10, 2003, through March 31, 2005.

Selection: Low bid for Contract (84909-M00189); negotiated for Contract (2005-0200).

New Project Identification: This is not a new project.

Zip Codes: 48075.

29. *HIGHWAYS - Construction Engineering Services

Contract (2005-0231) between MDOT and B.B.F. Engineering Services, P.C., will provide for various office technicians, inspection, and related construction services to be performed on an as-needed basis for various projects in the Detroit Transportation Service Center service area in the city of Detroit, Wayne County. This contract will be in effect from the date of award through one year. The contract amount will be \$1,099,977.58. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This contract is for various office technician, inspection, and related construction services to be performed on an as-needed basis for various projects in the Detroit Transportation Service Center service area in the city of Detroit, Wayne County. These services will support the delivery of the Metro Region's capital outlay program in Detroit in a timely manner.

Benefit: Will provide for adequate project inspection and testing, as required by federal law, which will result in a high quality product and ensure that the construction projects are built as designed and that all parts of the construction are up to current MDOT and federal standards.

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48216.

30. HIGHWAYS - IDS Engineering Services

Contract (2005-0248) between MDOT and R.W. Armstrong & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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.

31. HIGHWAYS - IDS Engineering Services

Contract (2005-0262) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

32. HIGHWAYS - IDS Engineering Services

Contract (2005-0263) between MDOT and Smith Group JJR, 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.

33. HIGHWAYS - IDS Engineering Services
 Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5171) between MDOT and the Village of Sebawaing will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along Sharpsteen Street from Albert Street to Center Street, along Albert Street from Union Street to Pine Street, along Pine Street from Albert Street to Highway M-25, along Union Street from Center Street to Miller Street, and along Center Street from Sharpsteen Street to Union Street.

Estimated Funds:

State Restricted Economic Development Funds	\$ 941,030
Village of Sebawaing	<u>\$ 235,270</u>
Total Funds	<u>\$1,176,300</u>

EDA 32522 – 83596; Huron 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 Sebawaing Funds.

Commitment Level: 80% state up to \$941,030 and the balance by the Village of Sebawaing; 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: 48759.

35. HIGHWAYS - Cost Participation for Trunkline Inspection Contract
 Contract (2005-5179) between MDOT and the City of Lansing will provide for participation in the following improvements:

Construction engineering services for the City of Lansing’s sewer separation project along the Highway I-96 business loop and the Old Highway US-27 business route (Larch Street) from Grand River Avenue to Structure R01 of 33034, which carries the Old Highway US-27 business route over the CSX Transportation, Inc., tracks, the westbound Highway I-96 business loop, and North Street, and also along the Old Highway US-27 business route (Larch Street and East Street) from Lake Lansing Road to Bates Street, including inspection of the affected roadways and adjacent right-of-way.

Estimated Funds:

City of Lansing Funds	<u>\$20,000</u>
Total Funds	<u>\$20,000</u>

MX 33034 – 83709; Ingham County
 No Letting

Purpose/Business Case: To provide for reimbursement to MDOT for inspection of portions of a City of Lansing sewer separation project within the MDOT right-of-way.

Benefit: Provides for payment to MDOT for services rendered to the City.

Funding Source: City of Lansing Funds.

Commitment Level: 100% City of Lansing; based on estimate.

Risk Assessment: Without inspection, the City sewer project could do damage to MDOT roadways.

Cost Reduction: Reimbursement at actual cost. No cost to MDOT since funded 100% by City of Lansing.

Selection: N/A.

New Project Identification: Inspection of Lansing sewer project.

Zip Code: 48906.

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5183) between MDOT and the Marquette County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Resurfacing work along County Road 480 from Feather Ridge Road westerly approximately 1400 feet, including crushing and shaping, aggregate base, and aggregate shoulder work.

Estimated Funds:

State Restricted Economic Development Funds	\$74,800
Marquette County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,500</u>

EDD 52555 - 76707
 Local Force Account

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

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

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

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

Risk Assessment: Possible loss of development opportunities.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49841.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5184) between MDOT and the Marquette County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Paving work along County Road 550 from Little Garlic River northerly approximately 4200 feet, including shoulder and pavement marking work.

Estimated Funds:

State Restricted Economic Development Funds	\$73,500
Marquette County Road Commission Funds	\$18,400
Total Funds	<u>\$91,900</u>

EDD 52555 - 74248

Local Force Account

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

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

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

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

Risk Assessment: Possible loss of development opportunities.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49855.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2005-5197) between MDOT and the City of Pleasant Ridge will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping and non-motorized pathway work along the west side of Woodward Avenue (Highway M-1) from Oxford Boulevard northerly to the eastbound Highway I-696 Service Drive, including landscaping, bench, trash receptacle, irrigation, and park lighting work.

The purpose of this amendment is to provide for the increase in the federal participation ratio (from 60 percent to 70 percent), the decrease in the maximum amount of federal funds to be applied to the project cost (from \$302,240 to \$233,548), and the inclusion of costs for construction engineering and inspection incurred by MDOT. The total project cost reflects the maximum amount in which the Federal Highway Administration will participate.

Estimated Funds:

	<u>Original</u>	<u>Amend.</u>	<u>Total</u>
Federal Highway Administration Funds	\$302,240.00	(\$ 68,692.00)	\$233,548
City of Pleasant Ridge Funds	<u>\$201,493.33</u>	<u>(\$101,401.33)</u>	<u>\$100,092</u>
Total Funds	<u>\$503,733.33</u>	<u>(\$170,093.33)</u>	<u>\$333,640</u>

STE 63051 – 73847; Oakland County
 Amendment

Purpose/Business Case: Amend original contract to increase the federal participation ratio, decrease the cap amount for the federal funds, and include MDOT costs for construction engineering and inspection.

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

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

Commitment level: 70% federal up to \$233,548 and the balance by City of Pleasant Ridge; based on estimate.

Risk Assessment: Without this change in funding, the project may commence.

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

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

New Project Identification: N/A. (Original was for new beautification of existing roadway and new pedestrian and bicycle facilities.)

Zip Code: 48069.

39. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5219) between MDOT and the City of Dearborn will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Concrete patching, joint repair, abutment drain, and under bridge lighting work for Eagle Pass Road under the railroad tracks of the CSX Transportation, Inc., and Consolidated Rail Corporation; coldmilling, resurfacing, concrete base course repair, and drainage structure work along Eagle Pass Road from Wyoming Street to Miller Road; paver installation, pavement repair, curb repair, and traffic signal modification work along Miller Road from Dix Avenue to Rotunda Drive.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$914,207, which is met in part by the \$430,535 shown above. 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 Economic Development Funds	\$1,504,150
City of Dearborn Funds	<u>\$ 430,535</u>
Total Funds	<u>\$1,934,685</u>

EDA 82522 - 84092

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 Dearborn Funds.

Commitment Level: 100% state up to \$8,576,700 less the final amount of state funds expended on job numbers 57990 and 60453 (maximum amount estimated to be \$1,504,150) and the balance by City of Dearborn; 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: 48120.

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5220) between MDOT and the Kalamazoo County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along South Sprinkle Road from Zylman Avenue to East Centre Avenue.

Estimated Funds:

State Restricted Economic Development Funds	\$ 400,000
Kalamazoo County Road Commission Funds	<u>\$ 780,000</u>
Total Funds	<u>\$1,180,000</u>

EDA 39522 - 83609

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 Kalamazoo County Road Commission Funds.

Commitment Level: 34% state up to \$400,000 and the balance by Kalamazoo County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49002.

41. HIGHWAYS - Railroad Grade Crossing Improvement Contract

Contract (2005-5237) between MDOT and the Ingham County Road Commission will provide for participation in the following:

Signal work at the at-grade crossing of the tracks of CSX Transportation, Inc., with Okemos Road (National Inventory # 234-405-A) in Ingham County, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$ 92,800
Ingham County Road Commission Funds	<u>\$ 23,200</u>
Total Funds	<u>\$116,000</u>

CM 33403 - 83702

Railroad Force Account

Purpose/Business Case: To perform work on railroad signals impacted by the construction of a center left-turn lane along Okemos Road.

Benefit: Maintain appropriate warning devices for railroad crossing affected by road construction work.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Ingham County Road Commission Funds.

Commitment Level: 80% federal up to \$93,200 and balance by Ingham County Road Commission; based on estimate.

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

Cost Reduction: Improvements are on railroad property, and CSX is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Existing highway-railroad grade crossing signal work.

Zip Code: 48864.

42. HIGHWAYS (Maintenance) - IDS Time Extension

Amendatory Contract (2002-0446/A1) between MDOT and Auto Renewal, Inc., will extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract. The original contract provides for blast cleaning and/or coating of structural steel members (with lead-base paints) on state trunkline bridges to be performed on an as needed/when needed basis. The revised contract term will be June 10, 2002, through September 10, 2005. The maximum contract amount remains unchanged at \$400,000. Source of Funds: 100% State Restricted Trunkline Funds.

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

Benefit: Will provide for uninterrupted blast cleaning and coating services to be performed on an as needed/when needed basis, which will provide for safer bridges, while MDOT advertises and processes a new contract. This service is required when high load hits damage bridge members to the extent that repair work is needed.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48192.

43. HIGHWAYS (Maintenance) - IDS Time Extension

Amendatory Contract (2002-0447/A1) between MDOT and Abhe & Svoboda, Inc., will extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract. The original contract provides for blast cleaning and/or coating of structural steel members (with lead-base paints) on state trunkline bridges to be performed on an as needed/when needed basis. The revised contract term will be June 10, 2002, through September 10, 2005. The maximum contract amount remains unchanged at \$400,000. Source of Funds: 100% State Restricted Trunkline Funds.

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

Benefit: Will provide for uninterrupted blast cleaning and coating services to be performed on an as needed/when needed basis, which will provide for safer bridges, while MDOT advertises and processes a new contract. This service is required when high load hits damage bridge members to the extent that repair work is needed.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 55372.

44. HIGHWAYS (Maintenance) - IDS Time Extension

Amendatory Contract (2002-0457/A1) between MDOT and Progress Company will extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract. The original contract provides for blast cleaning and/or coating of structural steel members (with lead-base paints) on state trunkline bridges to be performed on an as needed/when needed basis. The revised contract term will be June 17, 2002, through September 17, 2005. The maximum contract amount remains unchanged at \$400,000. Source of Funds: 100% State Restricted Trunkline Funds.

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

Benefit: Will provide for uninterrupted blast cleaning and coating services to be performed on an as needed/when needed basis, which will provide for safer bridges, while MDOT advertises and processes a new contract. This service is required when high load hits damage bridge members to the extent that repair work is needed.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48174.

45. HIGHWAYS (Real Estate) - Mapping Services

Contract (2005-0164) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the updates of the Lapeer, Dickinson, Marquette, and Charlevoix Counties map books for the Real Estate Support Area. The updates will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2005. The contract amount will be \$93,700. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This contract was previously approved by the State Administrative Board at its April 5, 2005, meeting with an incorrect amount of \$33,022. We are seeking approval of the correct amount, \$93,700, as shown above.

Purpose/Benefit Case: To provide for the updates of the right-of-way maps and the transfer to electronic format.

Benefit: Will provide current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

Selection: Low Bid.

New Project Identification: Electronic mapping of right-of-way.

Zip Codes: 49815, 48446, 49866, and 49712.

46. *HIGHWAYS (Real Estate) – Outdoor Advertising Administration

Contract (2005-0267) between MDOT and John Cuth Engineering, Inc., will provide for administrative services to be performed for the state's outdoor advertising control program in the Superior Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The contract will be in effect from the date of award through three years. The contract amount will be \$153,070.68. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of administrative services for the state's outdoor advertising control program in the Superior Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The program work will include the identification of all billboard locations throughout the state of Michigan, the current status of the billboards, and the billboard details. This information will be entered into the Billboard Inventory Web System database and used by MDOT staff statewide, the outdoor advertising industry, and the general public.

Benefit: The data on billboards throughout Michigan will be current, and MDOT will be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, billboards along state highways could be inaccurate and illegal, the state could be out of compliance with the Highway Advertising Act (PA 106 of 1972), and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: Low bid.

New Project Identification: This is a new project under an ongoing program.

Zip Code: 49829.

47. *HIGHWAYS (Real Estate) – Outdoor Advertising Administration

Contract (2005-0268) between MDOT and 5 Star Engineering, P.C., will provide for administrative services to be performed for the state's outdoor advertising control program in the University Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The contract will be in effect from the date of award through three years. The contract amount will be \$170,100. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of administrative services for the state's outdoor advertising control program in the University Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The program work will include the identification of all billboard locations throughout the state of Michigan, the current status of the billboards, and the billboard details. This information will be entered into the Billboard Inventory Web System database and used by MDOT staff statewide, the outdoor advertising industry, and the general public.

Benefit: The data on billboards throughout Michigan will be current, and MDOT will be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, billboards along state highways could be inaccurate and illegal, the state could be out of compliance with the Highway Advertising Act (PA 106 of 1972), and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: Low bid.

New Project Identification: This is a new project under an ongoing program.

Zip Code: 49201.

48. *HIGHWAYS (Real Estate) – Outdoor Advertising Administration

Contract (2005-0269) between MDOT and 5 Star Engineering, P.C., will provide for administrative services to be performed for the state's outdoor advertising control program in the Southwest Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The contract will be in effect from the date of award through three years. The contract amount will be \$188,820. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of administrative services for the state's outdoor advertising control program in the Southwest Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The program work will include the identification of all billboard locations throughout the state of Michigan, the current status of the billboards, and the billboard details. This information will be entered into the Billboard Inventory Web System database and used by MDOT staff statewide, the outdoor advertising industry, and the general public.

Benefit: The data on billboards throughout Michigan will be current, and MDOT will be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, billboards along state highways could be inaccurate and illegal, the state could be out of compliance with the Highway Advertising Act (PA 106 of 1972), and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: Low bid.

New Project Identification: This is a new project under an ongoing program.

Zip Code: 49001.

49. *HIGHWAYS (Real Estate) – Outdoor Advertising Administration

Contract (2005-0271) between MDOT and 5 Star Engineering, P.C., will provide for administrative services to be performed for the state's outdoor advertising control program in the North Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The contract will be in effect from the date of award through three years. The contract amount will be \$209,940. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of administrative services for the state's outdoor advertising control program in the North Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The program work will include the identification of all billboard locations throughout the state of Michigan, the current status of the billboards, and the billboard details. This information will be entered into the Billboard Inventory Web System database and used by MDOT staff statewide, the outdoor advertising industry, and the general public.

Benefit: The data on billboards throughout Michigan will be current, and MDOT will be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, billboards along state highways could be inaccurate and illegal, the state could be out of compliance with the Highway Advertising Act (PA 106 of 1972), and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: Low bid.

New Project Identification: This is a new project under an ongoing program.

Zip Code: 49735.

50. *HIGHWAYS (Real Estate) – Outdoor Advertising Administration
Contract (2005-0272) between MDOT and 5 Star Engineering, P.C., will provide for administrative services to be performed for the state’s outdoor advertising control program in the Metro Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The contract will be in effect from the date of award through three years. The contract amount will be \$179,748. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of administrative services for the state’s outdoor advertising control program in the Metro Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The program work will include the identification of all billboard locations throughout the state of Michigan, the current status of the billboards, and the billboard details. This information will be entered into the Billboard Inventory Web System database and used by MDOT staff statewide, the outdoor advertising industry, and the general public.

Benefit: The data on billboards throughout Michigan will be current, and MDOT will be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, billboards along state highways could be inaccurate and illegal, the state could be out of compliance with the Highway Advertising Act (PA 106 of 1972), and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: Low bid.

New Project Identification: This is a new project under an ongoing program.

Zip Code: 48075.

51. *HIGHWAYS (Real Estate) – Outdoor Advertising Administration
Contract (2005-0273) between MDOT and 5 Star Engineering, P.C., will provide for administrative services to be performed for the state’s outdoor advertising control program in the Grand Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The contract will be in effect from the date of award through three years. The contract amount will be \$178,812. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of administrative services for the state’s outdoor advertising control program in the Grand Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The program work will include the identification of all billboard locations throughout the state of Michigan, the current status of the billboards, and the billboard details. This information will be entered into the Billboard Inventory Web System database and used by MDOT staff statewide, the outdoor advertising industry, and the general public.

Benefit: The data on billboards throughout Michigan will be current, and MDOT will be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, billboards along state highways could be inaccurate and illegal, the state could be out of compliance with the Highway Advertising Act (PA 106 of 1972), and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: Low bid.

New Project Identification: This is a new project under an ongoing program.

Zip Code: 49504.

52. *HIGHWAYS (Real Estate) – Outdoor Advertising Administration

Contract (2005-0274) between MDOT and 5 Star Engineering, P.C., will provide for administrative services to be performed for the state's outdoor advertising control program in the Bay Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The contract will be in effect from the date of award through three years. The contract amount will be \$179,700. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of administrative services for the state's outdoor advertising control program in the Bay Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The program work will include the identification of all billboard locations throughout the state of Michigan, the current status of the billboards, and the billboard details. This information will be entered into the Billboard Inventory Web System database and used by MDOT staff statewide, the outdoor advertising industry, and the general public.

Benefit: The data on billboards throughout Michigan will be current, and MDOT will be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, billboards along state highways could be inaccurate and illegal, the state could be out of compliance with the Highway Advertising Act (PA 106 of 1972), and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: Low bid.

New Project Identification: This is a new project under an ongoing program.

Zip Code: 48601.

53. HIGHWAYS (Real Estate) - Mapping Services

Contract (2005-0277) between MDOT and Wilcox Professional Services, LLC, will provide for the updates of the Leelanau, Menominee, and Montcalm Counties map books for the Real Estate Support Area. The updates will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2005. The contract amount will be \$74,411.53. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Benefit Case: To provide for updates of the right-of-way maps and the transfer to electronic format.

Benefit: Will provide current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

Selection: Low Bid.

New Project Identification: This is a new project.

Zip Codes: 49674, 49858, 48850.

54. HIGHWAYS (Real Estate) - IDS Title Services

Contract (2005-0281) between MDOT and The Talon Group will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

55. MULTI-MODAL - Railroad Force Account Work

Authorization (82066-84256) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the installation of a new three-quarters roadway gate, upgraded lights, signs, and circuitry, as well as a new turnout to facilitate the removal of one track at Conrail's grade crossing of Visger Road in the city of River Rouge, Michigan. This work will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of River Rouge and approved on May 3, 2005. The cost of the project is estimated at \$206,180.16. Source of Funds: Federal Highway Administration Funds- \$164,944.13; FY 2005 State Restricted Trunkline Funds- \$41,236.03.

Purpose/Business Case: To provide for the installation of a new three-quarters roadway gate, upgraded lights, signs, and circuitry, as well as a new turnout to facilitate the removal of one track at Conrail's grade crossing of Visger Road in the city of River Rouge, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Cities of River Rouge and Ecorse, Conrail, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds- \$164,944.13 and FY 2005 State Restricted Trunkline Funds- \$41,236.03.

Commitment Level: The authorization amount is based on Conrail's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing contains a total of seven tracks, five of which are owned and operated by Conrail, and two of which are owned by Grand Trunk Western Railroad, Inc. The installation of the new and upgraded warning devices, combined with the elimination of one track, will provide additional protection for motorists as well as a more efficient operation of the crossing as a whole.

Cost Reduction: The work will be performed by Conrail on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the Cities of River Rouge and Ecorse.

Selection: N/A.

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

Zip Code: 48218.

56. MULTI-MODAL - Railroad Force Account Work

Authorization (81089-84257) under Master Agreement (94-0806), dated August 15, 1994, between MDOT and Ann Arbor Railroad will provide funding for the installation of an asphalt underlayment and recycled-content crossing surface panels at Ann Arbor Railroad's grade crossing of West Liberty Street in the city of Ann Arbor, Michigan. This work, to be undertaken as part of the MDOT-sponsored Grade Crossing Surface Repair Task Force pilot program, will improve motorist safety through enhanced ride quality. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Ann Arbor and approved on May 5, 2005. The cost of the project is estimated at \$33,179. Source of Funds: FY 2005 State Restricted Trunkline Funds - \$33,179.

Purpose/Business Case: To provide for the installation of an asphalt underlayment and recycled-content crossing surface panels to provide a more durable ride at the existing grade crossing of the Ann Arbor Railroad with West Liberty Street in the city of Ann Arbor, Michigan.

Benefit: The work is being undertaken to enhance motorist safety and to investigate the performance qualities of new products and techniques for grade crossing surface repair on local roads. The installation of an asphalt underlayment and recycled-content crossing surface panels was determined appropriate by a team that included representatives of the local road authority, the operating railroad, and MDOT's Freight Services and Safety Division.

Funding Source: Funding for this project is provided from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2005 State Restricted Trunkline Funds - \$33,179.

Commitment Level: The authorization amount is based on Ann Arbor Railroad's detailed estimate and will be paid on a force account basis.

Risk Assessment: If this work is not completed, crossing conditions will further deteriorate, which may result in compromised motorist safety conditions.

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

Selection: N/A.

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

Zip Code: 48103.

57. *MULTI-MODAL - Adjust Funding, Extended Term

Amendatory Contract (2001-0852/A3) between MDOT and Saginaw Transit Authority Regional Services (STARS) will increase state matching funds by \$603, reduce local funding by \$603, adjust funding between line items, and extend the contract term by one year. A portion of the funding from the expansion supervisory vans line item, which required a 5 percent local match, and the automatic data processing hardware/software line item will be moved to the maintenance equipment and bus terminal rehabilitation/renovation line items, which are matched at 20 percent by the state. STARS requested this adjustment. A recent change in local funding initiated a reprioritizing of the needed equipment and facility activities. The time extension will allow STARS to complete the project activities. The original contract provides state matching funds for STARS's FY 2001 Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be June 27, 2001, through June 26, 2006. The contract amount remains unchanged at \$735,378. Source of Funds: Federal Transit Administration Funds - \$588,302; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$142,679; STARS Funds - \$4,397.

Purpose/Business Case: To provide for a one year time extension, increase state funding by \$603, reduce STARS funding by \$603, and adjust funding between line items to allow STARS to complete the project activities.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$588,302; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$142,679; STARS Funds - \$4,397.

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

Risk Assessment: The risk of not funding 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: 48607.

58. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0855/A2) between MDOT and the Muskegon County Board of Commissioners will extend the contract term by two years to allow the agency sufficient time to complete the Intelligent Transportation System (ITS) project. The project requires multi-agency coordination to ensure compliance with the Federal Transit Administration's ITS architecture standards. Project deployment was delayed because the multi-agency approvals took significantly longer to acquire than anticipated. The original contract provides state matching funds for Muskegon County's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be July 26, 2001, through July 25, 2007. The contract amount remains unchanged at \$455,000. Source of Funds: Federal Transit Administration Funds - \$364,000; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$90,000; Muskegon County Funds - \$1,000.

Purpose/Business Case: To provide for a two-year time extension to allow for completion of the Intelligent Transportation System project.

Benefit: Increased public safety through improved transportation infrastructure.

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

Commitment Level: Contract 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: 49444.

59. *MULTI-MODAL – Novate, Revise Term

Amendatory Contract (2001-0877/A1) between MDOT, Growth & Opportunity, Inc., in Lapeer County, and Northfield Human Service Agency, in Whitmore Lake, will provide for the reassignment of the contract equipment and responsibilities from Growth and Opportunity, Inc., to Northfield Human Service Agency and will revise the contract term. The original contract provided FY 2001 Federal Section 5310 Elderly and Persons with Disability Program funding and state matching funds for the purchase of two vehicles. Soon after acquiring the vehicles, the Growth and Opportunity, Inc., client population declined severely and Growth and Opportunity, Inc., no longer had a use for the large vehicles. Northfield Human Service Agency expressed a need for and a desire to acquire the vehicles to assist with its services. The original contract expired on September 26, 2004; it was recently determined that this type of contract should not have a definite expiration date, as some of the contract responsibilities remain in effect for several years and it cannot be determined with certainty when those responsibilities will end. Therefore, it is requested that the contract term be adjusted accordingly. The transfer of the contract responsibilities will be effective upon award of this novation/amendment and will extend until the last obligation between the parties has been fulfilled. There has been and will not be any use of the contract equipment between the expiration of the original contract and the date of award of this novation/amendment. The contract amount remains unchanged at \$134,420. Source of Funds: Federal Transit Administration Funds - \$107,536; FY 2001 State Restricted Comprehensive Transportation Funds - \$26,884.

Purpose/Business Case: To provide for the novation of the contract to reassign two large vehicles from Growth and Opportunity, Inc., to Northfield Human Service Agency and to revise the contract term, which will extend until the last obligation between the parties has been fulfilled.

Benefit: To allow for the full utilization of already purchased project equipment.

Funding Source: Federal Transit Administration Funds - \$107,536; FY 2001 State Restricted Comprehensive Transportation Funds - \$26,884.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that vehicles will not be fully utilized by an agency where a greater need exists.

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: 48189.

60. MULTI-MODAL–Section 5309 Program

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will add a line item for office furniture, decrease state matching funds by \$1,041, and increase local matching funds by \$1,041 to correct an oversight in the original authorization. The original authorization listed facility renovation as the only line item, with the expectation that office furniture could be purchased under that line item. Furniture purchases must be represented as a separate line item in the authorization because a 5 percent local match is required for furniture purchases under this grant. The original authorization provides state matching funds for CATA's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, July 7, 2003, through July 6, 2006. The authorization amount remains unchanged at \$1,239,055. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$991,244; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$246,770; CATA Funds - \$1,041.

Purpose/Business Case: To provide for an additional line item for office furniture, a decrease in state matching funds of \$1,041, and an increase in local matching funds of \$1,041.

Benefit: Will ensure equitable funding between CATA and all other transit agencies in Michigan regarding the state funding participation level for office furniture.

Funding Source: Federal Transit Administration Funds - \$991,244; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$246,770; CATA Funds - \$1,041.

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

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48910.

61. MULTI-MODAL – CMAQ Program

Project Authorization (Z18) under Master Agreement (2002-0033) between MDOT and the City of Detroit will provide state matching funds in the amount of \$781,250 for the City's FY 2004 Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the lease of up to 125 large replacement buses. The authorization amount will be \$3,906,250. The authorization will be in effect from May 21, 2004, through May 20, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$3,125,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$781,250.

Purpose/Business Case: To provide federal funds and state matching funds for the lease of up to 125 large replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,125,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$781,250.

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 for the lease of replacement buses.

Zip Code: 48207.

62. MULTI-MODAL - Section 3037 Program

Project Authorization (Z19) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2004 Federal Section 3037 Job Access and Reverse Commute Program grant. This funding will allow DDOT to provide job access transit service in the city of Detroit and the counties of Wayne, Washtenaw, western Oakland, and southern Livingston and will also allow DDOT to purchase communications equipment and a van to enhance the job access transit service. The authorization will be in effect from September 7, 2004, through September 6, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,232,479. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,586,016; FY 2005 State Restricted Comprehensive Transportation Funds - \$1,417,516; City of Detroit Funds - \$228,947.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2004 Federal Section 3037 Job Access and Reverse Commute Program. This program will provide job-access operating funding for the city of Detroit and for Wayne, Washtenaw, western Oakland, and southern Livingston Counties, as well as funding for the purchase of communications equipment and a van.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds- \$1,586,016; FY 2005 State Restricted Comprehensive Transportation Funds - \$1,417,516; City of Detroit Funds - \$228,947.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

63. MULTI-MODAL – Section 5309 Program

Project Authorization (Z20) under Master Agreement (2002-0033) between MDOT and the City of Detroit will provide state matching funds for Detroit's FY 2004 Federal Section 5309 Capital Discretionary Program grant for the lease of 125 large buses, the rehabilitation/renovation of terminals and garages, and the Phase II construction of a downtown transit center. The authorization will be in effect from April 6, 2005, through April 5, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$12,742,718. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$10,194,174; FY 2002 State Restricted Comprehensive Transportation Funds - \$2,548,544.

Purpose/Business Case: To provide state matching funds for Detroit's FY 2004 Federal Section 5309 Capital Discretionary Program grant for bus leasing, terminal/garage rehabilitation/renovation, and continued construction of a transit center.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$10,194,174; FY 2002 State Restricted Comprehensive Transportation Funds - \$2,548,544.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this authorization are the loss of federal funds and the needed facility work will not be completed.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

64. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners will extend the authorization term by two years to allow the agency sufficient time to complete the purchase of a 30-foot bus and support equipment with Global Positioning System (GPS) components. Under a new Federal Transit Administration (FTA) requirement, all transit agencies have to implement a regional Intelligent Transportation System (ITS) architecture that meets FTA ITS architecture standards, which requires multi-agency coordination. Project deployment has been delayed because the multi-agency approvals are taking significantly longer to acquire than anticipated. GPS components installed in the 30-foot vehicle and support equipment will assist Muskegon County in meeting these standards. The original authorization provides state matching funds for Muskegon County's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be June 13, 2002, through June 12, 2007. The authorization amount remains unchanged at \$185,000. 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: FTA Funds - \$148,000, FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$36,000; Muskegon County Funds - \$1,000.

Purpose/Business Case: To provide for a two-year time extension to allow for the purchase of a 30-foot bus and support equipment with GPS components to meet FTA ITS architecture standards.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$148,000, FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$36,000; Muskegon County Funds - \$1,000.

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

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49444.

65. MULTI-MODAL - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2002-0090) between MDOT and Twin Cities Area Transportation Authority will provide state matching funds for the Authority's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of one bus and for the rehabilitation and renovation of the bus station. The authorization will be in effect from February 28, 2005, through February 27, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$105,840. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$84,672; FY 2002 State Restricted Comprehensive Transportation Funds - \$21,168.

Purpose/Business Case: To provide state matching funds for Twin Cities Area Transportation Authority's FY 2005 Section 5307 Program grant to allow for the purchase of one bus and for the rehabilitation/renovation of the bus station.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$84,672; FY 2002 State Restricted Comprehensive Transportation Funds - \$21,168.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this authorization are the loss of federal funds and the needed transit improvements will not be completed.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49023.

66. *MULTI-MODAL – Extend Project Completion Period

Amendatory Contract (2004-0197/A1) between MDOT and the City of Holland will extend the project completion period for the closure work by one year to allow the city sufficient time to complete its design, bid, and construction process for the highway-railroad grade crossing closure project at 12th Street in Holland. The project was delayed due to coordination issues with adjacent property owners. These issues are being resolved, and construction is expected to start by fall 2005. The revised project completion period for the closure work will be June 2, 2004, through June 1, 2006. The contract term remains unchanged, from June 2, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$75,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$75,000.

Purpose/Business Case: To extend the project completion period for the closure work by one year to allow the city time to complete its design and construction process for the City's 12th Street closure project.

Benefit: The extra time will allow the city to complete its motorist safety enhancement project; the 12th Street closure will provide the benefit of permanently ending vehicular movements over this grade crossing, eliminating potential car-train crashes.

Funding Source: The cash incentive payment for the closure comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2005 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The contract amendment amount costs are fixed and will be paid on a lump sum basis.

Risk Assessment: Failure to provide the time extension would jeopardize the closure project and its associated public safety benefits.

Cost Reduction: The costs of the closure will be borne by the road authority and the railroad. The lump sum award amount is not affected by the time extension or the actual project costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

67. *MULTI-MODAL – Extend Project Completion Period

Amendatory Contract (2004-0198/A1) between MDOT and the City of Holland will extend the project completion period for the closure work by one year to allow the city sufficient time to complete its design, bid, and construction process for the highway-railroad grade crossing closure project at 17th Street in Holland. The project was delayed due to coordination issues with adjacent property owners. These issues are being resolved, and construction is expected to start by fall 2005. The revised project completion period for the closure work will be June 2, 2004, through June 1, 2006. The contract term remains unchanged, from June 2, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$75,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$75,000.

Purpose/Business Case: To extend the project completion period for the closure work by one year to allow the city time to complete its design and construction process for the City's 17th Street closure project.

Benefit: The extra time will allow the city to complete its motorist safety enhancement project; the 17th Street closure will provide the benefit of permanently ending vehicular movements over this grade crossing, eliminating potential car-train crashes.

Funding Source: The cash incentive payment for the closure comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2005 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The contract amendment amount costs are fixed and will be paid on a lump sum basis.

Risk Assessment: Failure to provide the time extension would jeopardize the closure project and its associated public safety benefits.

Cost Reduction: The costs of the closure will be borne by the road authority and the railroad. The lump sum award amount is not affected by the time extension or the actual project costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

68. *MULTI-MODAL – Extend Project Completion Period

Amendatory Contract (2004-0199/A1) between MDOT and the City of Holland will extend the project completion period for the closure work by one year to June 1, 2006, to allow the city sufficient time to complete its design, bid, and construction process for the highway-railroad grade crossing closure project at 11th Street in Holland. The project was delayed due to coordination issues with adjacent property owners. These issues are being resolved, and construction is expected to start by fall 2005. The revised project completion period for the closure work will be June 2, 2004, through June 1, 2006. The contract term remains unchanged, from June 2, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$75,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$75,000.

Purpose/Business Case: To extend the project completion period for the closure work by one year to allow the city time to complete its design and construction process for the City's 11th Street closure project.

Benefit: The extra time will allow the city to complete its motorist safety enhancement project; the 11th Street closure will provide the benefit of permanently ending vehicular movements over this grade crossing, eliminating potential car-train crashes.

Funding Source: The cash incentive payment for the closure comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2005 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The contract amendment amount costs are fixed and will be paid on a lump sum basis.
Risk Assessment: Failure to provide the time extension would jeopardize the closure project and its associated public safety benefits.
Cost Reduction: The costs of the closure will be borne by the road authority and the railroad. The lump sum award amount is not affected by the time extension or the actual project costs.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 49423.

69. *MULTI-MODAL - Intercity Marketing

Contract (2005-0250) between MDOT and Indian Trails, Inc., located in Owosso, Michigan, will provide Intercity Service Development Program funding to market intercity bus service in Michigan. The award of these funds is required by Public Act 361 of 2004, Section 729, which states that funds will be provided for lost ridership support and/or marketing efforts to increase awareness of intercity bus service, to increase ridership on intercity bus carriers, and to improve coordination of intercity bus service in Michigan. The contract will be in effect from the date of award through one year. The contract amount will be \$50,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$50,000.

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

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

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$50,000.

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48867.

70. MULTI-MODAL - Intercity Bus Equipment Lease

Contract (2005-0259) between MDOT and Indian Trails, Inc., will provide for MDOT to contractually lease for \$1,000 per year per vehicle five intercity highway motor coaches to Indian Trails, Inc. MDOT will purchase the coaches under a separate purchase order and lease them to Indian Trails, Inc., for a minimum of six years or 450,000 miles, whichever comes first. Indian Trails, Inc., is requesting the motor coaches to replace older motor coaches that have reached the ends of their useful lives and to maintain its existing scheduled regular route round-trip service between Bay City, Michigan, and Chicago, Illinois, and between Kalamazoo and St. Ignace, Michigan, serving intermediate towns and cities. These motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with Americans with Disabilities Act. The contract will be in effect from the date the vehicles are leased and accepted through six years or 450,000 miles, whichever comes first. This is a revenue contract. Indian Trails, Inc., will pay MDOT \$5,000 per year for the duration of the contract.

Purpose/Business Case: To provide for the lease of five intercity highway motor coaches to Indian Trails, Inc., to maintain and preserve its existing daily scheduled regular route service from various locations in the lower peninsula, serving all intermediate urban and rural communities. The motor coaches will replace older motor coaches that have reached the ends of their useful lives.

Benefit: The new motor coaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry that has been in a state of flux since deregulation and on the decline for years. Intercity bus regular route service is not a profit-making segment of bus companies' services for the most part. At best, on high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest, and maintenance costs, keeping regular route operations at break even or minimizing any loss. The buses keep the state from providing operating assistance and in many instances generate improved frequency and service quality, attracting new passengers and increasing ridership and revenue.

Funding Source: Indian Trails, Inc., Funds - \$5,000 per year.

Commitment Level: Contract lease amount is based on MDOT guidelines.

Risk Assessment: The risks of not approving this contract are the possible abandonment of regular route services, schedule frequency reductions, and placing the state in the position of having to provide operating assistance support to keep the services in operation.

Cost Reduction: This contract provides for Indian Trails, Inc., to make lease payments (revenue) to MDOT.

Selection: N/A.

New Project Identification: Provides for the lease of new replacement motor coaches.

Zip Code: 48867.

71. MULTI-MODAL – Intercity Bus Program

Purchase Order (591N5204686) between MDOT and Motor Coach Industries, Inc. (MCI), will provide for the purchase of five MCI lift-equipped intercity motor coaches to be leased by Indian Trails, Inc., to replace four motor coaches that have exceeded their useful lives under program guidelines. These motor coaches will be leased to Indian Trails, Inc., for \$1,000 per year per vehicle for a maximum of six years or 450,000 miles, whichever comes first, under MDOT Contract (2005-0259). Indian Trails, Inc., is requesting the motor coaches to maintain its existing daily scheduled regular route round-trip service between Bay City, Michigan, and Chicago, Illinois, and between Kalamazoo and St. Ignace, Michigan, serving intermediate towns and cities. These motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The purchase amount of these motor coaches is \$2,073,942.50; however, MCI is allowing the trade-in of four 2001-2002 motor coaches that have exceeded their useful lives, thereby reducing the purchase amount by \$819,280. The net purchase amount will be \$1,254,662.50. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$1,254,662.50.

MDOT's authority to purchase intercity buses is provided under the State Transportation Preservation Act of 1976, Act 295 of 1976, excerpted below:

“474.64 Acquisition of intercity bus and ferry equipment and facilities. Sec.14. The department may purchase intercity bus equipment and related station and servicing facilities, as well as ferry equipment, dock, port, and water equipment servicing facilities. The department may acquire equipment and facilities to be utilized by intercity bus and ferry operations, under terms and conditions determined by the department.”

Purpose/Business Case: To provide for the purchase of five Motor Coach Industries lift-equipped intercity motor coaches to be leased by Indian Trails, Inc., to replace four motor coaches that have exceeded their useful lives under program guidelines.

Benefit: The new motor coaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower-income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry, which has been in a state of flux since deregulation and on the decline for years. Intercity bus regular route service is not a profit-making part of bus companies' services, for the most part. At best, on high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest, and maintenance costs, keeping regular route operations at break even or minimizing any losses. The buses keep the state from providing operating assistance and, in many instances, generate improved frequency and service quality, attracting new passengers and increasing ridership and revenue.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds – \$1,254,662.50.

Commitment Level: This provides for the purchase of five replacement vehicles this fiscal year.

Risk Assessment: The risks of not approving this purchase are the possible abandonment of regular route services, schedule frequency reduction, or placing the state in the position of having to provide operating assistance support to keep the services in operation.

Cost Reduction: The vendor provided a discount of \$26,475.95 per vehicle, thereby reducing the purchase amount by \$132,379.75.

Selection: N/A.

New Project Identification: Provides for the purchase of five new replacement motor coaches.

Zip Code: 48909.

72. *MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2002-0506/A1) between MDOT and the Wexford County Airport Authority (WCAA) will extend the contract term by seventeen years to provide sufficient time for the WCAA to complete acquisition and closing tasks, as well as engineering work required to complete the update of Exhibit A, and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the land acquisition costs of parcel 50, including consultant fees, relocation and demolition costs, and costs for the update of Exhibit A at the Wexford County Airport in Cadillac, Michigan. The revised contract term will be July 10, 2002, through July 9, 2022. The contract amount remains unchanged at \$77,000. Source of Funds: FAA Funds - \$69,300; WCAA Funds - \$7,700.

Purpose/Business Case: Will provide sufficient time for the completion of acquisition and closing tasks, as well as engineering work required to complete the update of Exhibit A. The twenty-year term will 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.

Benefit: Acquiring the property will protect the airspace and restricted areas around the airport in accordance with FAA regulations.

Funding Source: FAA Funds - \$69,300; WCAA Funds - \$7,700; Contract Total - \$77,000.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project cannot be completed, and a new retroactive contract would be required.

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

Selection: N/A.

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

Zip Code: 49601.

73. *MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term
 Amendatory Contract (2003-0634/A1) between MDOT and the Marquette County Board of Commissioners will increase the local funds in order to add non-eligible work items to the project, will adjust funding between line items, will increase the contract amount by \$126,939, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of a storage building for the storage of aircraft rescue fire fighting equipment and snow removal equipment at the Sawyer International Airport in Marquette, Michigan. The revised contract term will be November 14, 2003, through November 13, 2023. The revised contract amount will be \$5,804,625. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
FAA Funds	\$5,109,917	\$ (8,521)	\$5,101,396
State Restricted Aeronautics Funds	\$ 283,884	\$ (474)	\$ 283,410
Marquette County Funds	\$ 283,885	\$135,934	\$ 419,819
Total	<u>\$5,677,686</u>	<u>\$126,939</u>	<u>\$5,804,625</u>

Purpose/Business Case: To provide for an increase in the local funding to cover the costs of non-eligible work items based on the eligibility percentages for the project and to adjust funding between line items. The twenty-year term will 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.

Benefit: Will adjust the contract amount to allow for final payment of the non-eligible work items. Eligibility of the building was determined to be at 97.2% of the total cost.

Funding Source: FAA Funds - \$5,101,396; State Restricted Aeronautics Funds - \$283,410; Marquette County Funds - \$419,819; Contract Total - \$5,804,625.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, local funds will not be increased to cover the costs of the non-eligible work items.

Cost Reduction: The amendment reduces federal and state funds.

Selection: N/A.

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

Zip Code: 49841.

74. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount
 Amendatory Contract (2004-0568/A1) between MDOT and the Presque Isle County Board of Commissioners will add fencing to the project and will increase the contract amount by \$40,000. The original contract provides for the design and construction of a north perimeter fence, runway protection zone grading, installation of a supplemental windcone, and relocation of an existing windcone at the Presque Isle County/Rogers City Airport in Rogers City, Michigan. The contract term remains unchanged, September 21, 2004, through September 20, 2024. The revised contract amount will be \$197,895. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$150,000	\$32,000	\$182,000
State Restricted Aeronautics Funds	\$ 3,947	\$ 7,000	\$ 10,947
Presque Isle County Funds	<u>\$ 3,948</u>	<u>\$ 1,000</u>	<u>\$ 4,948</u>
Total	<u>\$157,895</u>	<u>\$40,000</u>	<u>\$197,895</u>

Purpose/Business Case: Due to project budget limitations in 2004, the fencing work items bid by the contractor were deleted by a change order from the original construction contract. Since the contract was extended into the 2005 construction season, additional funding was secured and the fence work was able to be added back into the contract.

Benefit: The fencing will enhance the security and safety of the airport.

Funding Source: Federal Aviation Administration Funds - \$182,000; State Restricted Aeronautics Funds - \$10,947; Presque Isle County Funds - \$4,948; Contract Total - \$197,895.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49779.

75. *MULTI-MODAL (Aeronautics) - Air Service Consultant

Contract (2005-0256) between MDOT and Eclat Consulting, Inc., will provide for advice and consulting expertise on technical air service issues relevant to Michigan's air carrier airports. The contract will be in effect from the date of award through May 30, 2007. The estimated cost is \$94,980. State Restricted Aeronautics Funds - \$94,980.

Purpose/Business Case: The consultant will be used to improve air service at Michigan's air carrier airports by conducting passenger demand forecasts, generating detailed market analyses, and recommending improvement strategies. Particular emphasis will be placed on improving service at smaller communities that have experienced difficulty in retaining and improving air service.

Benefit: MDOT will benefit by receiving technical expertise to assist in our goals of improving and preserving air service. The principles in this firm possess a wealth of knowledge and experience in dealing with air service issues from a statewide perspective.

Funding Source: State Restricted Aeronautics Funds - \$94,980.

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

Risk Assessment: If the contract is not awarded, passenger usage at Michigan air carrier airports may decline as service deteriorates. The result would be a decrease in economic development and quality of life for Michigan citizens.

Cost Reduction: While this contract will be used at airports across the state, local sponsors will be required to contribute a minimum of thirty percent for individual market analyses/feasibility studies. This local match reduces the overall cost to MDOT.

Selection: Qualifications-based.

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

Zip Code: 48909.

76. MULTI-MODAL (Aeronautics) – Runway Study and Airport Improvements

Contract (2005-0257) between MDOT and the Antrim County Board of Commissioners will provide state grant funds for the preparation of a runway length report and for runway safety area improvements at the Antrim County Airport in Bellaire, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$24,000. Source of Funds: State Restricted Aeronautics Funds - \$21,600; Antrim County Funds - \$2,400.

Purpose/Business Case: The Federal Aviation Administration (FAA) uses aircraft operations as the basis for funding airport improvements and subsequent grants. Each airport is unique in the type and number of aircraft it serves. Antrim County Airport currently does not meet federal standards for runway safety areas. By studying the aircraft usage and comparing the usage with applicable federal standards, a program of improvements will be established and justified that will bring the airport into compliance with federal standards.

Benefit: An FAA regulation requires that all airports have proper runway safety areas either in existence or planned for construction prior to or in conjunction with any major improvements to an airport funded with a federal grant. By doing the proposed study, the airport will be able to plan for the improvements to its runway safety areas and remain eligible for FAA grants. Using state and local funds allows the airport to quickly make itself eligible for additional federal funds.

Funding Source: State Restricted Aeronautics Funds - \$21,600; Antrim County Funds - \$2,400; 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 may not be able to afford the cost without state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder. The consultant contract was review by MDOT personnel for appropriateness and cost reductions.

Selection: N/A.

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

Zip Code: 49615.

77. MULTI-MODAL (Aeronautics) - Rehabilitate Building

Contract (2005-0258) between MDOT and the Manistee County Board of Commissioners will provide federal and state grant funds for the rehabilitation of a building for the storage of snow removal equipment (SRE) 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 \$50,000. Source of Funds: FAA Funds (via block grant) - \$40,000; State Restricted Aeronautics Funds - \$8,750; Manistee County Funds - \$1,250.

Purpose/Business Case: To provide for the rehabilitation of the SRE building.

Benefit: The rehabilitation will upgrade the SRE building to meet current FAA standards.

Funding Source: FAA Funds (via block grant) - \$40,000; State Restricted Aeronautics Funds - \$8,750; Manistee County Funds - \$1,250; Contract Total - \$50,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 49660.

78. *MULTI-MODAL (Aeronautics) - Audio and Video Equipment Grant
Contract (2005-0261) between MDOT and Detroit Aviation Safety Counselors (DASC) will provide a grant to assist DASC in purchasing audio and video equipment, which will be used to support aviation safety programs throughout the state of Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$3,000. Source of Funds: State Restricted Aeronautics Funds - \$3,000.
- Purpose/Business Case:** To provide grant funds to assist DASC in purchasing audio and video equipment. DASC is a non-profit organization that consists of volunteer counselors who travel throughout the state of Michigan presenting safety and airport security seminars to pilots and the aviation public. DASC needs to replace old worn-out equipment, which would provide for more effective, efficient, and professional safety presentations.
- Benefit:** The equipment will be used to support aviation safety program seminars. The work of DASC will provide assistance to the mission of MMTSB (Aeronautics) by presenting aviation safety information to far more people than the bureau has the resources to reach.
- Funding Source:** State Restricted Aeronautics Funds - \$3,000; Contract Total - \$3,000.
- Commitment Level:** The contract is for a fixed cost.
- Risk Assessment:** If the contract is not awarded, the audio and video equipment will not be purchased, as DASC cannot afford the cost without state participation.
- Cost Reduction:** The amount of the grant was negotiated.
- Selection:** N/A.
- New Project Identification:** This is a new project.
- Zip Code:** 48909.
79. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements
Contract (2005-0264) between MDOT and the Lenawee County Board of Commissioners will provide federal and state grant funds for the extension of runway 5/23 and the associated parallel taxiway and for the rehabilitation of runway 5/23, including the runway end identifier lights, precision approach path indicator, medium intensity runway lights, medium intensity taxiway lights, and fencing at the Lenawee County Airport in Adrian, 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 \$4,330,000. Source of Funds: FAA Funds (via block grant) - \$3,464,000; State Restricted Aeronautics Funds - \$757,750; Lenawee County Funds - \$108,250.
- Purpose/Business Case:** To provide for the extension of runway 5/23 and the associated parallel taxiway and for the rehabilitation of runway 5/23, including the runway end identifier lights, precision approach path indicator, medium intensity runway lights, medium intensity taxiway lights, and fencing.
- Benefit:** The airport improvements will enhance the safety of airport users and will extend the useful life of the pavements.
- Funding Source:** FAA Funds (via block grant) - \$3,464,000; State Restricted Aeronautics Funds - \$757,750; Lenawee County Funds - \$108,250; Contract Total - \$4,330,000.
- 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 five bidders.
- Selection:** N/A.
- New Project Identification:** This project is 35% rehabilitation and 65% new work.
- Zip Code:** 49221.

80. MULTI-MODAL (Aeronautics) - Relocation of Williams Lake Road

Contract (2005-0265) between MDOT and the County of Oakland will provide federal and state grant funds for the relocation of Williams Lake Road at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,437,500. Source of Funds: FAA Funds (via block grant) - \$2,750,000; State Restricted Aeronautics Funds - \$601,563; Oakland County Funds - \$85,937.

Purpose/Business Case: To provide for the relocation of Williams Lake Road. Funds are being added to an existing planned project, which will be managed by the Oakland County Road Commission.

Benefit: The benefit for the Oakland County Road Commission is to line up the intersection with the other side of Williams Lake Road. The benefit for the airport is to allow the standard runway safety area at the end of the main runway to meet federal requirements.

Funding Source: FAA Funds (via block grant) - \$2,750,000; State Restricted Aeronautics Funds - \$601,563; Oakland County Funds - \$85,937; Contract Total - \$3,437,500.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

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

Contract (2005-0283) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$6,300,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or June 2015, whichever is later.

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

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

Funding Source: 100% FAA funds.

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

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

Cost Reduction: The grant amount is not negotiable.

Selection: N/A.

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

Zip Code: 48909.

82. MULTI-MODAL (Aeronautics) - Construction of Runway

Contract (2005-0284) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the construction of a new/shifted runway 13/31 at the Livingston County Airport in Howell, 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 in order 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 \$6,027,000. Source of Funds: FAA Funds (via block grant) - \$4,821,600, State Restricted Aeronautics Funds - \$1,054,725; Livingston County Funds - \$150,675.

Purpose/Business Case: The project will include the construction of a new/shifted runway 13/31 and the removal of the old runway. The new location of the runway will allow the installation of an instrument landing system.

Benefit: The community will benefit from the relocated runway in that airport will be able to accommodate larger business aircraft and heavier airport traffic.

Funding Source: FAA Funds (via block grant) - \$4,821,600; State Restricted Aeronautics Funds \$1,054,725; Livingston County Funds - \$150,675; Contract Total - \$6,027,000.

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 ten bidders.

Selection: N/A.

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

Zip Code: 48855.

83. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z8) issued under Master Planning Agreement (2003-0015) between MDOT and the Eastern Upper Peninsula Regional Planning and Developing Commission will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This project will examine existing non-motorized trail connections throughout Sault St. Marie, Michigan, determine the most cost effective method of addressing non-motorized accommodations issues, and provide alternatives for expanding the existing bridges to accommodate non-motorized traffic. The authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% Michigan Transportation Funds.

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

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

Funding Source: 80% Federal Highways Administration and 20% Michigan Transportation Funds.

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

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. Not performing these activities would hinder the completion of this project.

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

Selection: N/A.

New Project Identification: This is a continuing project.

Zip Code: 49783.

84. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2005-0260) between MDOT and the City of Detroit will transfer jurisdiction of a section (approximately .23 miles total distance) of US-12/Michigan Avenue to the City of Detroit. MDOT has determined that this portion of road no longer serves as a state trunkline highway. In lieu of performing restoration work, MDOT will pay the City \$1,321,000. Jurisdiction will transfer from MDOT to the City upon award. Source of Funds: State Restricted Trunkline Funds - \$1,321,000.

Purpose/Business Case: To transfer jurisdiction of a section of US-12/Michigan Avenue from MDOT to the City of Detroit. Jurisdictional transfer of old unsigned state trunkline is authorized under P.A. 296 of 1969.

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

Funding Source: State Restricted Trunkline Funds - \$1,321,000.

Commitment Level: Payment will be on a fixed lump sum basis.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of retaining old unsigned roads will far outweigh any contract costs of performing the jurisdictional transfer in the future (the current transfer is as-is - without cost - but if the transfer does not occur soon, the city may request a renegotiation of terms, and costs may accrue.)

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

Selection: N/A.

New Project Identification: The contract is for the as-is transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 48226.

New Project Identification: Rehabilitation.

Zip Code: 48864.

87.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505003	\$ 154,579.78	\$ 175,826.79
	PROJECT M 47065-82603, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 15, 2005		13.75 %

0.08 mi of concrete ramp widening, concrete shoulders and concrete pavement repairs on the I-96 eastbound off ramp at Grand River Avenue in the city of Brighton and Brighton Township, Livingston County.

BIDDER	AS-READ	AS-CHECKED	
Florence Cement Company	\$ 175,826.79	Same	1 **
Angelo Iafrate Construction Comp	\$ 213,901.90	Same	2
Kelcris Corporation	\$ 229,766.60	Same	3
Peter A. Basile Sons, Inc.			
Six-S, Inc.			

3 Bidders

Purpose/Business Case: This project is a combination of two programs: (1) MDOT's Road Preservation Program - provided as an effort 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, (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

Benefit: These programs provide benefits for 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 improvements and preservation, safety, user savings, maintenance savings, and to reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

Funding Source:

82603A	State Restricted Trunkline Funds	100 %
82604A	State Restricted Trunkline Funds	100 %

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and reconstruction.

Zip Code: 48116.

BIDDER	AS-READ	AS-CHECKED	
Nationwide Fence & Supply Company	\$ 839,202.50	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 868,405.00	Same	2
Dale Dukes & Sons, Inc.	\$ 897,876.50	Same	3
Snowden, Inc.	\$ 1,028,353.75	Same	4
J. Slagter & Son Construction Co.	\$ 1,090,054.80	Same	5
Rite Way Fence, Inc.			
J & J Contracting, Inc.			

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

73787A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

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

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48047.

90.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505034	\$ 550,994.00	\$ 346,961.99
	PROJECT M 84911-80162		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2005		-12.13 %

132.69 mi of hot mix asphalt crack treatment and overband crack fills at various locations on US-2, US-2BR, US-8, US-41, US-41BR, M-26, M-28, M-35, M-94, M-189, M-553, M-554 throughout the Superior region in Baraga, Dickinson, Gogebic, Houghton, Keweenaw, Iron, Marquette and Ontonagon Counties.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Daffinson, Inc.	\$ 346,961.99	Same	1 **
Fahrner Asphalt Sealers, Inc.	\$ 526,001.90	Same	2
Scodeller Construction, Inc.	\$ 587,718.25	Same	3
Lakeshore Parking Lot Maintenance			

3 Bidders

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

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

Funding Source:

80162A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49919 Region-wide.

91. LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
PROPOSAL 0505035	\$ 408,087.93	\$ 373,741.00
PROJECT STG 25131-80995		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - AUGUST 15, 2005		
COMPLETION DATE - SEPTEMBER 24, 2005		-8.42 %

4.14 mi of median guardrail on I-75 from south of Baldwin Road to north of Grand Blanc Road in Grand Blanc Township, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Dale Dukes & Sons, Inc.	\$ 373,741.00	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 392,581.50	Same	2
Rite Way Fence, Inc.	\$ 397,983.10	Same	3
Nationwide Fence & Supply Company	\$ 398,326.11	Same	4
Snowden, Inc.	\$ 406,212.75	Same	5
J. Slagter & Son Construction Co.	\$ 461,124.10	Same	6
Ackley Construction, Inc.			
J & J Contracting, Inc.			

6 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

80995A

Federal Highway Administration Funds 100 %

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

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48439.

92.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505036	\$ 193,172.50	\$ 189,775.60
	PROJECT STG 52032-80046		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 01, 2005		
	COMPLETION DATE - SEPTEMBER 30, 2005		-1.76 %

3.62 mi of guardrail upgrading and slope flattening on M-35 from County Road 480 to US-41, Negaunee Township, Marquette County.

BIDDER	AS-READ	AS-CHECKED	
Snowden, Inc.	\$ 189,775.60	Same	1 **
Tri-Valley Landscaping, Inc.			
J. Slagter & Son Construction Co.			
C. Slagter Construction, Inc.			
J & J Contracting, Inc.			
Nationwide Fence & Supply Company			

1 Bidder

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

80046A

Federal Highway Administration Funds 100 %

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

95. LETTING OF MAY 06, 2005
 PROPOSAL 0505062
 PROJECT M 39011-74955, ETC
 LOCAL AGRMT. 04-5394
 START DATE - JULY 07, 2005
 COMPLETION DATE - NOVEMBER 04, 2005

ENG. EST.
 \$ 1,042,830.69

LOW BID
 \$ 1,138,746.00

% OVER/UNDER EST.
 9.20 %

0.84 mi of cold milling, resurfacing, and Eliza Street intersection improvements along with 0.13 mi of streetscaping on US-131 (Grand Street) from South Street northerly to Lyons Street, in the village of Schoolcraft, Schoolcraft Township, Kalamazoo County.

BIDDER	AS-READ	AS-CHECKED	
Eastlund Concrete Construction, Inc.	\$ 1,138,873.50	\$ 1,138,746.00	1 **
Northern Construction Services, Co.	\$ 1,252,486.95	\$ 1,252,466.95	2
Nashville Construction Company	\$ 1,257,039.15	\$ 1,256,911.65	3
Michigan Paving & Materials Co.			
Aggregate Industries-Central Region			

3 Bidders

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

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

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

Funding Source:

74955A		
State Restricted Trunkline Funds	100	%
81718A		
Federal Highway Administration Funds	79.06	%
Village of Schoolcraft	1.18	%
State Restricted Trunkline Funds	19.76	%

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 and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 49247.

98. LETTING OF MAY 06, 2005
 PROPOSAL 0505072 \$ ENG. EST. LOW BID
 PROJECT STE 68012-59634, ETC \$ 540,804.02 \$ 462,306.14
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 01, 2005
 COMPLETION DATE - OCTOBER 28, 2005 -14.52 %

0.70 mi of crushing and shaping, hot mix asphalt surface removal, hot mix asphalt cold milling and resurfacing, decorative sidewalk, trees, geometric, drainage improvements, curb and gutter and storm sewer extension on M-33 from north of M-72 northerly to north of McKinley Road (County Road F-32) in Mentor and Big Creek Townships, Oscoda County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 462,306.14	Same	1 **
Pyramid Paving & Contracting	\$ 534,827.82	Same	2
Bolen Asphalt Paving, Inc.	\$ 677,164.03	Same	3

3 Bidders

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

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

Funding Source:

59634A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
80101A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final

100. LETTING OF MAY 06, 2005
 PROPOSAL 0505074
 PROJECT M 81103-83230
 LOCAL AGRMT.
 START DATE - JUNE 15, 2005
 COMPLETION DATE - JULY 18, 2005

ENG. EST. LOW BID
 \$ 105,417.99 \$ 125,582.42

% OVER/UNDER EST.
 19.13 %

Emergency partial superstructure reconstruction replacement of precast concrete I-beam, bridge barrier and deck on US-23 westbound/M-14 westbound under Pontiac Trail Road in Ann Arbor Township, Washtenaw County.

BIDDER	AS-READ	AS-CHECKED	
E. C. Korneffel Co.	\$ 125,582.42	Same	1 **
Nance Construction, LLC	\$ 135,405.17	Same	2
Walter Toebe Construction Co.	\$ 143,671.43	Same	3
Anlaan Corporation	\$ 148,684.79	Same	4
E.T. MacKenzie Company	\$ 149,847.99	Same	5
C.A. Hull Co., Inc.	\$ 169,962.56	Same	6
Midwest Bridge Company	\$ 170,731.00	Same	7
Structural Preservation Systems			
J. Slagter & Son Construction Co.			
L. W. Lamb, Inc.			

7 Bidders

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

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

Funding Source:

83230A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48105.

101. LETTING OF MAY 06, 2005
 PROPOSAL 0505075
 PROJECT M 52055-79160, ETC
 LOCAL AGRMT.
 START DATE - JULY 11, 2005
 COMPLETION DATE - 52 working days

ENG. EST.
 \$ 1,570,998.05

LOW BID
 \$ 1,649,163.90

% OVER/UNDER EST.
 4.98 %

13.77 mi hot mix asphalt overlay, shoulder surfacing and joint repairs on M-553 from Strawberry Lake Road northerly to County Road 480, on M-35 from Little Lake Road to the east branch of the Escanaba River Bridge, on M-35 from County Road 480 north to US-41, on US-41 from Big Creek Road to south of M-28 and 15.30 mi of hot mix asphalt non-motorized path on M-35 from the Marquette/Delta County line to Smith Street in Chocolay, Forsyth, Negaunee, Sands and Turin Townships, Marquette County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 1,649,163.90	Same	1 **
Payne & Dolan, Inc.	\$ 1,700,234.74	Same	2

2 Bidders

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

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

Funding Source:

79160A	100 %
State Restricted Trunkline Funds	
80200A	100 %
State Restricted Trunkline Funds	
80202A	100 %
State Restricted Trunkline Funds	
80203A	100 %
State Restricted Trunkline Funds	
82880A	80.00 %
Federal Highway Administration Funds	
State Restricted Trunkline Funds	20.00 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49855.

BIDDER	AS-READ	AS-CHECKED	
Fahrner Asphalt Sealers, Inc.	\$ 469,081.00	Same	1 **
Daffinson, Inc.	\$ 297,380.94	not considered	n/c
Scodeller Construction, Inc.	\$ 809,901.25	Same	2
Lakeshore Parking Lot Maintenance			

3 Bidders

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

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

Funding Source:

80160A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49868.

104. LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
PROPOSAL 0505091	\$ 307,135.02	\$ 240,820.61
PROJECT NH 63132-79761		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - SEPTEMBER 07, 2005		
COMPLETION DATE - OCTOBER 15, 2005		-21.59 %

0.818 mi of concrete pavement restoration including concrete patching, intermediate surface repair, joint resealing and concrete joint repair on M-150 from Avon Road to 2nd Street in the cities of Rochester Hills and Rochester, Oakland County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Six-S, Inc.	\$ 240,820.61	Same	1 **
Florence Cement Company	\$ 258,458.98	Same	2
Kelcris Corporation	\$ 283,422.00	Same	3
Snowden, Inc.			
Scodeller Construction, Inc.			

3 Bidders

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

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

Funding Source:

79761A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48309.

105.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505092	\$ 2,368,989.87	\$ 1,996,755.10
	PROJECT NH 39051-39061, ETC		
	LOCAL AGRMT. 05-5066		% OVER/UNDER EST.
	START DATE - JULY 11, 2005		
	COMPLETION DATE - OCTOBER 28, 2005		-15.71 %

12.23 mi of hot mix asphalt shoulder reconstruction, 12.34 mi of full depth concrete pavement repair and spall repair on US-131BR from US-131 to Hopkins Street, on M-43 from G Avenue to DE Avenue, on M-89 from east of 12th Street easterly to Naomi Street, on US-131BR at Douglas Avenue interchange ramps A-D and on M-89 at US-131 interchange ramps A-F in the cities of Plainwell and Kalamazoo, in the townships of Alamo, Kalamazoo, Oshtemo, Richland and Gun Plain, Kalamazoo and Allegan Counties.

A 2005 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Six-S, Inc.	\$ 1,996,755.10	Same	1 **
Michigan Paving & Materials Co.	\$ 2,032,247.04	Same	2
Kelcris Corporation	\$ 2,199,509.44	Same	3
Causie Contracting, Inc.			
Aggregate Industries-Central Region			
Snowden, Inc.			
Florence Cement Company			

3 Bidders

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

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

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

Funding Source:

39061A		
Federal Highway Administration Funds	81.85	%
City of Kalamazoo	0.07	%
State Restricted Trunkline Funds	18.08	%
79800A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
79805A		
State Restricted Trunkline Funds	100	%
M50505		
State Restricted Trunkline Funds	100	%
M50507		
State Restricted Trunkline Funds	100	%

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49004.

LOCAL PROJECTS

106.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504042	\$ 1,037,799.00	\$ 1,166,858.77
	PROJECT STUL 34470-80938		
	LOCAL AGRMT. 05-5053		% OVER/UNDER EST.
	START DATE - JUNE 01, 2005		
	COMPLETION DATE - SEPTEMBER 02, 2005		12.44 %

Approximately 0.50 mi of road reconstruction, including roadway grading, subbase, aggregate base, concrete curb and gutter, storm sewer, hot mix asphalt paving, watermain construction, sanitary sewer construction, pavement markings and restoration, on Congress Street from Front Street to Wilson Street, in the city of Belding, Ionia County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 1,166,858.77	Same	1 **
Dykema Excavators, Inc.	\$ 1,199,476.00	Same	2
Kentwood Excavating, Inc.	\$ 1,206,532.50	Same	3
Schippers Excavating, Inc.	\$ 1,244,890.40	Same	4
Kamminga & Roodvoets, Inc.	\$ 1,246,900.00	Same	5
Diversco Construction Company	\$ 1,261,497.00	Same	6
Nashville Construction Company	\$ 1,270,798.59	Same	7
Geocon, Inc.	\$ 1,388,881.95	Same	8
Wyoming Excavators, Inc.	\$ 1,501,061.00	Same	9
C & D Hughes, Inc.	\$ 1,813,557.35	Same	10
Nagel Construction, Inc.			
Eastlund Concrete Construction			
Fisher Contracting Company			

10 Bidders

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

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

Source of Funds:

80938A

City of Belding	52.46 %
Federal Highway Administration Funds	47.54 %

Selection: Low bid.

Zip Code: 48809.

107.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505004	\$ 5,987,136.95	\$ 5,527,393.55
	PROJECT EDCF 41544-74877, ETC		
	LOCAL AGRMT. 05-5112		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 12, 2006		-7.68 %

1.51 mi of road reconstruction including concrete curb and gutter, concrete pavement, hot mix asphalt paving, storm sewer, sanitary sewer and watermain on 44th Street from Division Avenue to Eastern Avenue along with improve intersection on 44th Street at Eastern Avenue, Kent County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Diversco Construction Company	\$ 5,527,393.55	Same	1 **
Dykema Excavators, Inc.	\$ 5,871,917.14	Same	2
Nashville Construction Company	\$ 6,004,249.53	Same	3
Kamminga & Roodvoets, Inc.	\$ 6,152,710.97	Same	4
Nagel Construction, Inc.	\$ 6,298,419.18	Same	5
Schippers Excavating, Inc.	\$ 7,200,649.36	Same	6
Velting Contractors, Inc.			
Ajax Paving Industries, Inc.			
Milbocker and Sons, Inc.			
John Carlo, Inc.			
Florence Cement Company			
Fisher Contracting Company			

6 Bidders

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

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

Funding Source:

74877A		
Kent County		39.02 %
Federal Highway Administration Funds		60.98 %
83007A		
Kent County		31.45 %
Federal Highway Administration Funds		68.55 %

Selection: Low bid.

Zip Code: 49518.

108.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505005	\$ 2,398,106.80	\$ 2,354,744.65
	PROJECT EDDF 03555-77611, ETC		
	LOCAL AGRMT. 05-5114, 05-5182		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 29, 2005		-1.81 %

1.52 mi of reconstruction including machine grading, aggregate base, drainage improvements, hot mix asphalt surfacing, concrete curb and gutter, guardrail, traffic control, pavement markings and restoration along with adding right turn lane for approaching ramp to US-131 including machine grading, aggregate base, drainage improvements, hot mix asphalt surfacing, concrete curb and gutter, guardrail, traffic control, pavement markings and restoration on 142nd Avenue from 16th Street westerly to US-131, in Dorr Township, Allegan County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 2,354,744.65	Same	1 **
Nagel Construction, Inc.	\$ 2,361,818.65	Same	2
Kamminga & Roodvoets, Inc.	\$ 2,754,114.00	Same	3
Diversco Construction Company	\$ 2,959,652.35	Same	4
Kentwood Excavating, Inc.	\$ 3,047,872.75	Same	5
Schippers Excavating, Inc.	\$ 3,297,981.60	Same	6
Balkema Excavating, Inc.			
Aggregate Industries-Central Region			
Fisher Contracting Company			
Robert Bailey Contractors, Inc.			
Nashville Construction Company			
Peters Construction Co.			
Wyoming Excavators, Inc.			

6 Bidders

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

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

Funding Source:

77611A		
Allegan County	49.67 %	
Federal Highway Administration Funds	50.33 %	
83020A		
Allegan County	20.00 %	
Federal Highway Administration Funds	80.00 %	

Selection: Low bid.

Zip Code: 49323.

109.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505006	\$ 2,117,000.00	\$ 2,326,052.73
	PROJECT STU 82400-82798		
	LOCAL AGRMT. 05-5054		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 19, 2005		9.88 %

Citywide resurfacing at various locations, in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 2,326,052.73	Same	1 **
Ajax Paving Industries, Inc.	\$ 2,440,566.74	Same	2
John Carlo, Inc.			
ABC Paving Company			

2 Bidders

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

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

Source of Funds:

82798A
 City of Detroit 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48228.

LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
PROPOSAL 0505007	\$ 1,045,551.90	\$ 1,090,715.10
PROJECT STU 82400-82795		
LOCAL AGRMT. 05-5086		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - 60 working days		4.32 %

1.24 mi of cold milling hot mix asphalt surface, hot mix asphalt resurfacing, concrete pavement repair, concrete curb cap repair, adjusting drainage structures and pavement markings on Kelly Road from Moross Road to Baseline Road (M-102), Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 1,090,715.10	Same	1 **
Cadillac Asphalt, LLC.	\$ 1,146,175.77	Same	2
Barrett Paving Materials, Inc.	\$ 1,175,929.21	Same	3
Ajax Paving Industries, Inc.	\$ 1,181,623.48	Same	4
Florence Cement Company			
ABC Paving Company			

4 Bidders

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

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

Source of Funds:

82795A
 Wayne County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48224.

110. LETTING OF MAY 06, 2005
 PROPOSAL 0505008 \$ ENG. EST. 925,040.85 LOW BID \$ 1,052,448.73
 PROJECT STU 82400-82794
 LOCAL AGRMT. 05-5085 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 50 working days 13.77 %

0.98 mi of hot mix asphalt resurfacing, concrete base course widening, concrete pavement repair, concrete curb cap repair, adjusting drainage structures and pavement markings on Five Mile Road from Farmington Road to Merriman Road, Wayne County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 1,052,448.73	Same	1 **
Cadillac Asphalt, LLC.	\$ 1,101,599.87	Same	2
Ajax Paving Industries, Inc.	\$ 1,263,479.46	Same	3
Peter A. Basile Sons, Inc.			
Florence Cement Company			
ABC Paving Company			

3 Bidders

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

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

Source of Funds:

82794A
 Wayne County 19.66 %
 Federal Highway Administration Funds 80.34 %

Selection: Low bid.

Zip Code: 48154.

111. LETTING OF MAY 06, 2005
 PROPOSAL 0505009 \$ ENG. EST. 724,245.65 LOW BID \$ 716,201.01
 PROJECT EDDF 13555-78052
 LOCAL AGRMT. 04-5575 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 55 working days -1.11 %

2.08 mi of hot mix asphalt overlay, reconstruction, hot mix asphalt widening, aggregate shoulders and intersection improvements, on H Drive South from west of 2 1/2 Mile Road to west of M-66, Calhoun County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Nashville Construction Company	\$ 716,201.01	Same	1 **
Hoffman Bros., Inc.	\$ 745,559.10	Same	2
C & D Hughes, Inc.	\$ 769,437.36	Same	3
Kalin Construction Co., Inc.			
Concord Excavating, L.L.C.			
Aggregate Industries-Central Region			
Kamminga & Roodvoets, Inc.			
Peters Construction Co.			
Robert Bailey Contractors, Inc.			
Balkema Excavating, Inc.			

3 Bidders

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

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

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

Funding Source:

78052A

Federal Highway Administration Funds	60.00 %
State Restricted Trunkline Funds	40.00 %

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

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

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

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 49051.

112.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505010	\$ 467,729.27	\$ 486,272.41
	PROJECT STUL 04425-80571		
	LOCAL AGRMT. 05-5084		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2005		3.96 %

Reconstruction with curb and gutter as a three lane section, on Bagley Street from Grant Street to M-32 (Washington Avenue), in the city of Alpena, Alpena County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Cordes Excavating, Inc.	\$ 486,272.41	Same	1 **
Manigg Enterprises, Inc.	\$ 556,378.06	Same	2
Payne & Dolan, Inc.			
Bolen Asphalt Paving, Inc.			

2 Bidders

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

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

Source of Funds:

80571A

City of Alpena	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 49707.

113.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505011	\$ 408,194.50	\$ 375,596.85
	PROJECT STUL 69425-82954		
	LOCAL AGRMT. 05-5100		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 05, 2005		-7.99 %

0.34 mi road reconstruction and widening including earthwork, drainage improvements and structures, concrete curb and gutter, aggregate base, hot mix asphalt pavement and pavement markings, on Dickerson Road from south of Van Tyle Road northerly to north of North Borden Drive, in the city of Gaylord, Otsego County.

BIDDER	AS-READ	AS-CHECKED	
Manigg Enterprises, Inc.	\$ 375,596.85	Same	1 **
Cordes Excavating, Inc.	\$ 381,880.49	Same	2
M & M Excavating Co., Inc.	\$ 416,550.65	Same	3
Wcisel Construction, Inc.	\$ 416,586.30	Same	4
Bernie Johnson Trucking, Inc.	\$ 420,765.06	Same	5
Rieth-Riley Construction Co., Inc.	\$ 484,311.20	Same	6
MDC Contracting, LLC	\$ 521,261.10	Same	7
Central Michigan Contracting, Inc.	\$ 608,321.86	Same	8
Payne & Dolan, Inc.			

8 Bidders

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

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

Source of Funds:

82954A

Federal Highway Administration Funds 80.00 %
City of Gaylord 20.00 %

Selection: Low bid.

Zip Code: 49735.

114. LETTING OF MAY 06, 2005 ENG. EST. LOW BID
PROPOSAL 0505012 \$ 369,228.00 \$ 317,428.32
PROJECT EDFF 72555-77599
LOCAL AGRMT. 05-5075 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 01, 2005 -14.03 %

4.1 mi of hot mix asphalt surfacing, including aggregate shoulders, replacement of cross culverts and miscellaneous related work on Old 76 (St. Helen Road North) from Ballanger Street to southeast of Hudson Creek, Roscommon County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 317,428.32	Same	1 **
Pyramid Paving & Contracting	\$ 344,478.45	Same	2
Bolen Asphalt Paving, Inc.	\$ 352,200.80	Same	3

3 Bidders

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

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

Funding Source:

77599A

Roscommon County 57.00 %
Federal Highway Administration Funds 43.00 %

Selection: Low bid.

Zip Code: 48653.

115. LETTING OF MAY 06, 2005 ENG. EST. LOW BID
PROPOSAL 0505013 \$ 364,549.50 \$ 306,236.12
PROJECT STUL 22427-80672
LOCAL AGRMT. 05-5090 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 01, 2005 -16.00 %

0.39 mi of road reconstruction including cold milling hot mix asphalt surface, concrete curb and gutter, drainage improvements, hot mix asphalt pavement and pavement markings on East/North Boulevard from Pyle Drive to Hooper Street, in the city of Kingsford, Dickinson County.

BIDDER	AS-READ	AS-CHECKED	
Barley Trucking & Excavating, Inc.	\$ 306,236.12	Same	1 **
Oberstar, Inc.	\$ 316,111.71	Same	2
A. Lindberg & Sons, Inc.	\$ 356,160.70	Same	3
Bacco Construction Company	\$ 357,867.31	Same	4
Hebert Construction Company			

4 Bidders

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

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

Source of Funds:

80672A

Federal Highway Administration Funds	81.85 %
City of Kingsford	18.15 %

Selection: Low bid.

Zip Code: 49802.

116.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505014	\$ 355,850.70	\$ 287,989.95
	PROJECT STUL 38409-56007		
	LOCAL AGRMT. 05-5070		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 29, 2005		-19.07 %

Cold milling and hot mix asphalt overlay on High Street from Fourth Street to Francis Street, in the city of Jackson, Jackson County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 287,989.95	Same	1 **
Aggregate Industries-Central Region	\$ 320,747.11	Same	2

2 Bidders

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

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

Source of Funds:

56007A

Federal Highway Administration Funds	78.10 %
City of Jackson	21.90 %

Selection: Low bid.

Zip Code: 49203.

117. LETTING OF MAY 06, 2005
 PROPOSAL 0505015 \$ ENG. EST. 319,000.00 LOW BID \$ 381,082.58
 PROJECT STU 82400-82799
 LOCAL AGRMT. 05-5069 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2005 19.46 %

0.85 mi of resurfacing on Carpenter Street
 from Conant Street to Dequindre Street,
 in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 381,082.58	Same	1 **
Ajax Paving Industries, Inc.	\$ 420,570.27	Same	2
Florence Cement Company	\$ 441,927.68	Same	3
ABC Paving Company			

Withdrawn at ad board

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

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

Source of Funds:

82799A
 City of Detroit 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48212.

118. LETTING OF MAY 06, 2005
 PROPOSAL 0505016 \$ ENG. EST. 241,545.00 LOW BID \$ 268,088.45
 PROJECT STU 11410-74601, ETC
 LOCAL AGRMT. 05-5101 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 20 working days 10.99 %

0.77 mi of hot mix asphalt resurfacing, guardrail upgrades,
 trenching, earthwork and aggregate shoulders on Third Street
 from US-12 to Fort Street along with 1.5 mi of hot mix
 asphalt resurfacing, aggregate shoulders and approach work
 on Bertrand Road from Third Street to the east county line,
 in Niles Township, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
Consumers Asphalt Company	\$ 268,088.45	Same	1 **
Michigan Paving & Materials Co.	\$ 310,290.95	Same	2
Rieth-Riley Construction Co., Inc.	\$ 383,529.45	Same	3

3 Bidders

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

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

Source of Funds:

74601A		
Berrien County		18.15 %
Federal Highway Administration Funds		81.85 %
74606A		
Berrien County		18.15 %
Federal Highway Administration Funds		81.85 %

Selection: Low bid.

Zip Code: 49120.

119.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505017	\$ 202,631.37	\$ 185,428.61
	PROJECT STH 44609-80597		
	LOCAL AGRMT. 05-5079		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2005		-8.49 %

Widening for left turn lanes, drainage improvements and traffic signal on Almont Avenue at Newark Road, in the city of Imlay City, Lapeer County.

BIDDER	AS-READ	AS-CHECKED	
D.L.F. Trucking, Inc.	\$ 185,428.61	Same	1 **
Florence Cement Company	\$ 197,622.50	Same	2
Zito Construction Co.	\$ 207,706.00	Same	3
Lois Kay Contracting Co.	\$ 212,052.49	Same	4
Barrett Paving Materials, Inc.	\$ 214,471.66	Same	5
Eastlund Concrete Construction	\$ 217,375.50	Same	6
Ron Bretz Excavating, Inc.	\$ 218,081.35	Same	7
Raymond Excavating Company	\$ 218,142.49	Same	8
Pamar Enterprises, Inc.	\$ 220,826.11	Same	9
L.J. Construction, Inc.	\$ 223,283.78	Same	10
Rohde Brothers Excavating, Inc.	\$ 232,200.52	Same	11
Peake Contracting, Inc.			
M. L. Chartier Excavating, Inc.			
Saginaw Asphalt Paving Company			
John Carlo, Inc.			
Cadillac Asphalt, LLC.			
McDowell Construction , L.L.C.			

11 Bidders

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

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

Source of Funds:

80597A
Federal Highway Administration Funds 80.00 %
City of Imlay City 20.00 %

Selection: Low bid.

Zip Code: 48444.

120. LETTING OF MAY 06, 2005 ENG. EST. LOW BID
PROPOSAL 0505019 \$ 170,778.00 \$ 142,517.17
PROJECT STL 72092-72672
LOCAL AGRMT. 05-5072 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - AUGUST 01, 2005 -16.55 %

2.0 mi of hot mix asphalt resurfacing including crushing and shaping, aggregate shoulders and miscellaneous related work on County Road 602 from Keno Road to F97 (St Helen Road), Roscommon County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 142,517.17	Same	1 **
Pyramid Paving & Contracting	\$ 149,229.06	Same	2
Bolen Asphalt Paving, Inc.	\$ 170,587.79	Same	3
Bernie Johnson Trucking, Inc.			

3 Bidders

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

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

Source of Funds:

72672A
Roscommon County 20.00 %
Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48653.

121. LETTING OF MAY 06, 2005 ENG. EST. LOW BID
PROPOSAL 0505020 \$ 150,581.00 \$ 133,821.85
PROJECT STL 72094-82680
LOCAL AGRMT. 05-5071 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 01, 2005 -11.13 %

1.9 mi of hot mix asphalt resurfacing including hot mix asphalt wedging, culvert replacement and miscellaneous related work on County Road 603 (Silsby Drive/Keno Road) from M-18 to Sunset Drive, Roscommon County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 133,821.85	Same	1 **
Pyramid Paving & Contracting	\$ 135,355.42	Same	2
Bolen Asphalt Paving, Inc.	\$ 157,621.20	Same	3

3 Bidders

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

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

Source of Funds:

82680A
 Roscommon County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48653.

122.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505021	\$ 133,199.20	\$ 118,916.17
	PROJECT SLG 78000-78058		
	LOCAL AGRMT. 05-5089		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2005		-10.72 %

Pavement markings county wide in St. Joseph County.

BIDDER	AS-READ	AS-CHECKED	
Clark Highway Services, Inc.	\$ 118,916.17	Same	1 **
P.K. Contracting, Inc.	\$ 120,969.97	Same	2
Michigan Pavement Markings LLC	\$ 122,596.62	Same	3
R. S. Contracting, Inc.	\$ 135,023.68	Same	4

4 Bidders

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

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

Source of Funds:

78058A
 Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 49093.

123. LETTING OF MAY 06, 2005
 PROPOSAL 0505022 \$ ENG. EST. 21,290.00 LOW BID \$ 13,888.00
 PROJECT STH 72609-80628
 LOCAL AGRMT. 05-5076 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2005 -34.77 %

Guardrail upgrades and replacement on Robinson Lake Road
 over Robinson Creek, in Higgins Township, Roscommon County.

BIDDER	AS-READ	AS-CHECKED	
Nationwide Fence & Supply Company	\$ 13,888.00	Same	1 **
Rite Way Fence, Inc.	\$ 14,798.50	Same	2
J & J Contracting, Inc.	\$ 15,309.98	Same	3
Snowden, Inc.	\$ 16,367.92	Same	4
Dale Dukes & Sons, Inc.	\$ 17,652.00	Same	5
J. Slagter & Son Construction Co.	\$ 21,402.51	Same	6
Tri-Valley Landscaping, Inc.	\$ 23,245.00	Same	7
C. Slagter Construction, Inc.			

7 Bidders

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

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

Source of Funds:

80628A
 Roscommon County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48653.

124. LETTING OF MAY 06, 2005
 PROPOSAL 0505023 \$ ENG. EST. 18,770.00 LOW BID \$ 12,928.00
 PROJECT STH 72609-80627
 LOCAL AGRMT. 05-5096 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2005 -31.12 %

Guardrail upgrades and replacements on East Higgins Lake
 Drive over Cut River, in Gerrish Township, Roscommon County.

BIDDER	AS-READ	AS-CHECKED	
Nationwide Fence & Supply Company	\$ 12,928.00	Same	1 **
Rite Way Fence, Inc.	\$ 13,482.60	Same	2
Snowden, Inc.	\$ 13,797.92	Same	3
J & J Contracting, Inc.	\$ 16,364.98	Same	4
Dale Dukes & Sons, Inc.	\$ 16,646.00	Same	5
J. Slagter & Son Construction Co.	\$ 18,437.40	Same	6
Tri-Valley Landscaping, Inc.	\$ 20,490.00	Same	7
C. Slagter Construction, Inc.			

7 Bidders

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

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

Source of Funds:

80627A
 Roscommon County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48653.

125. LETTING OF MAY 06, 2005 ENG. EST. LOW BID
 PROPOSAL 0505024 \$ 2,793,883.05 \$ 2,442,249.75
 PROJECT STU 47469-75334
 LOCAL AGRMT. 05-5106 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2005 -12.59 %

1.58 mi of hot mix asphalt paving, earthwork, drainage work, tree removal, pavement removal, guardrail and wetland creation on Nine Mile Road from Rushon Road to Dixboro Road, in Green Oak Township, Livingston County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
South Hill Construction Company	\$ 2,442,249.75	Same	1 **
Waterland Trucking Service, Inc.	\$ 2,537,023.30	Same	2
Six-S, Inc.	\$ 2,589,055.68	Same	3
Fonson, Inc.	\$ 2,594,042.11	Same	4
Angelo Iafrate Construction Company	\$ 2,633,104.59	Same	5
Cadillac Asphalt, LLC.	\$ 2,658,570.10	Same	6
Dan's Excavating, Inc.	\$ 2,786,848.86	Same	7
L.J. Construction, Inc.	\$ 2,825,004.79	Same	8
Barrett Paving Materials, Inc.			
Walter Toebe Construction Co.			
Ajax Paving Industries, Inc.			
C & D Hughes, Inc.			
Fisher Contracting Company			

8 Bidders

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

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

Source of Funds:

75334A
 Livingston County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48178.

126. LETTING OF MAY 06, 2005
 PROPOSAL 0505025 \$ ENG. EST. 858,701.10 LOW BID \$ 739,999.52
 PROJECT BRO 09008-59690
 LOCAL AGRMT. 04-5485 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 14, 2005 -13.82 %

Remove and replace bridge along with related approach work on Old Beaver Road at the north branch of Kawkawlin River, in Kawkawlin and Monitor Townships, Bay County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 739,999.52	Same	1 **
Miller Development, Inc.	\$ 756,402.17	Same	2
Anlaan Corporation	\$ 777,434.59	Same	3
Hardman Construction, Inc.	\$ 788,426.89	Same	4
Walter Toebe Construction Co.	\$ 821,033.41	Same	5
Davis Construction, Inc.	\$ 823,552.34	Same	6
C.A. Hull Co., Inc.	\$ 864,989.19	Same	7
Milbocker and Sons, Inc.	\$ 865,698.44	Same	8
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
E. C. Korneffel Co.			

8 Bidders

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

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

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

Funding Source:

59690A	
Bay County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

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

Rieth-Riley Construction Co., Inc.	\$	464,486.81	Same	1 **
Payne & Dolan, Inc.	\$	507,582.97	Same	2
Pyramid Paving & Contracting	\$	524,031.81	Same	3
Bernie Johnson Trucking, Inc.	\$	535,505.60	Same	4

4 Bidders

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

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

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

Funding Source:

58420A

Otsego County	10.00 %
Federal Highway Administration Funds	77.00 %
State Restricted Trunkline Funds	13.00 %

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 will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

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

Selection: Low bid.

New Project Identification: Partially new construction.

Zip Code: 49735.

129.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505028	\$ 528,328.75	\$ 613,929.49
	PROJECT STH 50609-78262		
	LOCAL AGRMT. 05-5097		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2005		16.20 %

Intersection improvements, widening, and construction of a south bound lane on Saal Road at Canal Road/19 Mile Road, in the city of Sterling Heights, Macomb County.

10.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
Florence Cement Company	\$	613,929.49	Same	1 **
John Carlo, Inc.	\$	626,776.89	Same	2
Peake Contracting, Inc.	\$	667,930.28	Same	3
Dan's Excavating, Inc.	\$	674,988.42	Same	4
Angelo Iafrate Construction Company	\$	689,307.85	Same	5
Pamar Enterprises, Inc.	\$	796,183.43	Same	6

M. L. Chartier Excavating, Inc.
 ABC Paving Company
 Tony Angelo Cement Construction Co.
 Barrett Paving Materials, Inc.
 Ajax Paving Industries, Inc.
 Six-S, Inc.
 Cadillac Asphalt, LLC

6 Bidders

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

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

Source of Funds:

78262A
 Federal Highway Administration Funds 79.43 %
 City of Sterling Heights 20.57 %

Selection: Low bid.

Zip Code: 48313.

130. LETTING OF MAY 06, 2005 ENG. EST. LOW BID
 PROPOSAL 0505029 \$ 597,292.00 \$ 499,512.47
 PROJECT BRT 83009-78921
 LOCAL AGRMT. 05-5073 % OVER/UNDER EST.
 START DATE - JULY 05, 2005
 COMPLETION DATE - NOVEMBER 01, 2005 -16.37 %

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.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Jackson Contracting	\$ 499,512.47	Same	1 **
Miller Development, Inc.	\$ 524,258.44	Same	2
Anlaan Corporation	\$ 567,980.79	Same	3
Davis Construction, Inc.	\$ 604,697.52	Same	4
Hardman Construction, Inc.	\$ 620,196.40	Same	5
J.E. Kloote Contracting, Inc.	\$ 644,047.52	Same	6
Walter Toebe Construction Co.	\$ 676,591.22	Same	7
3-S Construction, Inc.	\$ 697,913.51	Same	8
S.L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
L. W. Lamb, Inc.			

8 Bidders

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

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

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

Funding Source:

78921A	
City of Cadillac	8.69 %
Federal Highway Administration Funds	76.89 %
State Restricted Trunkline Funds	14.42 %

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

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

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

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 49601.

131.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505030	\$ 1,089,239.20	\$ 995,718.04
	PROJECT STL 62555-58062, ETC		
	LOCAL AGRMT. 05-5093		% OVER/UNDER EST.
	START DATE - JULY 05, 2005		
	COMPLETION DATE - OCTOBER 15, 2005		-8.59 %

0.37 mi of road reconstruction, including curb and gutters, adjustments to sidewalk ramps and drive approaches, drainage structure adjustments and non-participating streetscape and utility improvements on Wilcox Avenue from Barton Street to Charles Street (M-37) along with 0.42 mi of streetscape improvements, streetlights, brick sidewalk and landscaping on Charles Street (M-37) from James Street to Pine Hill Street and intersection/gateway on M-37/Wilcox Street intersection, in the city of White Cloud, Newaygo County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 995,718.04	Same	1 **
Milbocker and Sons, Inc.	\$ 1,045,974.78	Same	2
Hallack Contracting, Inc.	\$ 1,050,812.74	Same	3
Wadel Stabilization, Inc.	\$ 1,150,316.26	Same	4

Omans Contracting, Inc.
 C & D Hughes, Inc.
 Rieth-Riley Construction Co., Inc.
 Nashville Construction Company
 Eastlund Concrete Construction, Inc.
 Hardman Construction, Inc.
 Michigan Paving & Materials Co.
 Diversco Construction Company
 Schippers Excavating, Inc.
 Geocon, Inc.

4 Bidders

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

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

Source of Funds:

58062A		
Federal Highway Administration Funds		37.11 %
City of White Cloud		62.89 %
82612A		
Federal Highway Administration Funds		79.54 %
City of White Cloud		20.46 %

Selection: Low bid.

Zip Code: 49349.

132.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505031	\$ 350,405.56	\$ 353,456.25
	PROJECT EDDF 49555-77528, ETC		
	LOCAL AGRMT. 05-5078		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 12, 2005		0.87 %

2.7 mi of hot mix asphalt paving on Hiawatha Trail from Caffey Corner to the township line along with 1.5 mi on Hiawatha Trail from Hendricks to US-2, in Henricks Township, Mackinac County.

BIDDER		AS-READ	AS-CHECKED	
Payne & Dolan, Inc.	\$	353,456.25	Same	1 **
Rieth-Riley Construction Co., Inc.	\$	381,307.71	Same	2
Bacco Construction Company				

2 Bidders

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

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

Funding Source:

77528A		
Mackinac County		20.00 %
Federal Highway Administration Funds		80.00 %
78866A		
Mackinac County		20.00 %
Federal Highway Administration Funds		80.00 %

Selection: Low bid.

Zip Code: 49781.

133.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505037	\$ 1,838,560.30	\$ 1,607,388.07
	PROJECT EDDF 29555-76549, ETC		
	LOCAL AGRMT. 05-5128		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 16, 2005		-12.57 %

14.9 mi of road resurfacing, including base crushing and shaping, hot mix asphalt paving, aggregate shoulders, drainage, guardrail, and related work on Ely Highway/Luce Road from MacArthur Road to Lincoln Road, and on Alger Road from Harrison Road to Van Buren Road, in Fulton, Newark and Arcada Townships, Gratiot County.

5.00 % DBE participation required

	BIDDER	AS-READ	AS-CHECKED	
Central Asphalt, Inc.		\$ 1,607,388.07	Same	1 **
Michigan Paving & Materials Co.		\$ 1,949,890.77	Same	2
Rieth-Riley Construction Co., Inc.		\$ 2,431,880.46	\$ 2,425,446.55	3

3 Bidders

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

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

Source of Funds:

76549A		
Gratiot County		20.00 %
Federal Highway Administration Funds		80.00 %
80570A		
Gratiot County		18.15 %
Federal Highway Administration Funds		81.85 %

Selection: Low bid.

Zip Code: 48847.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 2,734,069.08	Same	1 **
Schippers Excavating, Inc.	\$ 2,981,687.75	Same	2
Milbocker and Sons, Inc.	\$ 2,981,799.32	Same	3
Nashville Construction Company	\$ 3,007,436.88	Same	4
Dykema Excavators, Inc.	\$ 3,065,944.35	Same	5
Diversco Construction Company	\$ 3,147,416.48	Same	6
Velting Contractors, Inc.			
Wadel Stabilization, Inc.			
Fisher Contracting Company			
Maclean Construction Company			
Nagel Construction, Inc.			

6 Bidders

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

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

Source of Funds:

74870A

Ottawa County	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 49418.

138. LETTING OF MAY 06, 2005
PROPOSAL 0505044 \$ ENG. EST. LOW BID \$ 403,656.15
PROJECT STL 45095-80463
LOCAL AGRMT. 05-5133 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - JULY 15, 2005 -1.33 %

2.27 mi of road resurfacing, including trenching, aggregate base, hot mix asphalt paving, aggregate shoulders, guardrail, and slope restoration on County Road 629 (Woolsey Lake Road) from west of Densmore Road to north of Knollwood Drive, Leelanau Township, Leelanau County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 403,656.15	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 416,479.02	Same	2

2 Bidders

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

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

Source of Funds:

80463A

Leelanau County 20.00 %
Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49670.

139. LETTING OF MAY 06, 2005 ENG. EST. LOW BID
PROPOSAL 0505045 \$ 157,859.50 \$ 140,413.00
PROJECT STH 02609-78201
LOCAL AGRMT. 05-5138 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - AUGUST 15, 2005 -11.05 %

0.16 mi of sheet piling installation, hot mix asphalt surfacing and guardrail on North Shore Road from east of AuTrain Forest Lake Road easterly in AuTrain Township, Alger County.

BIDDER	AS-READ	AS-CHECKED	
Hardman Construction, Inc.	\$ 140,413.00	Same	1 **
Snowden, Inc.	\$ 146,824.75	Same	2
Yalmer Mattila Contracting, Inc.	\$ 147,269.00	Same	3
Lunda Construction Company	\$ 165,241.00	Same	4
A. Lindberg & Sons, Inc.	\$ 165,897.00	Same	5
Hebert Construction Company	\$ 198,439.85	Same	6
E. C. Korneffel Co.	\$ 199,689.00	Same	7
Ryba Marine Construction Company			
Zenith Tech, Inc.			
J. Slagter & Son Construction Co.			
Bacco Construction Company			

7 Bidders

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

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

Source of Funds:

78201A

Alger County 20.00 %
Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49806.

BIDDER	AS-READ	AS-CHECKED	
Norris Contracting, Inc.	\$ 124,563.60	Same	1 **
Payne & Dolan, Inc.	\$ 159,728.80	Same	2
Bacco Construction Company	\$ 197,739.90	Same	3
Rieth-Riley Construction Co., Inc.	\$ 241,666.40	Same	4

4 Bidders

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

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

Source of Funds:

80575A

Chippewa County	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.

Zip Code: 49752.

142.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505048	\$ 1,295,865.15	\$ 1,225,645.76
	PROJECT STUL 70401-74886		
	LOCAL AGRMT. 05-5087		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 16, 2005		-5.42 %

Roadway reconstruction including pavement removal, excavation, storm sewer, subbase, aggregate base, concrete curb and gutter, hot mix asphalt paving, and pavement markings on Mercury Drive from Grand Haven city limits to Robbins Road, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 1,225,645.76	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 1,240,802.30	Same	2
Geocon, Inc.	\$ 1,278,083.98	Same	3
Dykema Excavators, Inc.	\$ 1,278,120.90	Same	4
Schippers Excavating, Inc.	\$ 1,305,250.02	Same	5
Nagel Construction, Inc.	\$ 1,354,955.59	Same	6
Dan Hoe Excavating, Inc.	\$ 1,379,412.64	Same	7
Diversco Construction Company	\$ 1,394,724.85	Same	8
Nashville Construction Company	\$ 1,438,874.23	Same	9
Wadel Stabilization, Inc.	\$ 1,441,601.34	Same	10
C & D Hughes, Inc.	\$ 1,571,392.44	Same	11
Brenner Excavating, Inc.			
Michigan Paving & Materials Co.			
Hardman Construction, Inc.			

11 Bidders

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

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

Source of Funds:

74886A
 Ottawa County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 49417.

143. LETTING OF MAY 06, 2005
 PROPOSAL 0505049 \$ ENG. EST. 797,982.25 LOW BID \$ 772,774.89
 PROJECT STU 58400-75520
 LOCAL AGRMT. 05-5118 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 04, 2005 -3.16 %

Remove existing superstructure, construction of a prestressed concrete box beam superstructure, along with superstructure work and related approach work, on North Dixie Highway over Stoney Creek, in Frenchtown Township, Monroe County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Anlaan Corporation	\$ 773,774.89	\$ 772,774.89	1 **
Posen Construction, Inc.	\$ 776,789.05	Same	2
E. C. Korneffel Co.	\$ 801,085.25	Same	3
Midwest Bridge Company	\$ 828,665.70	Same	4
Walter Toebe Construction Co.	\$ 876,889.29	Same	5
Dan's Excavating, Inc.	\$ 898,723.64	Same	6
C.A. Hull Co., Inc.	\$ 915,206.95	Same	7
Structural Preservation Systems			
J. Slagter & Son Construction Co.			
E.T. MacKenzie Company			
S.L. & H. Contractors, Inc.			

7 Bidders

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

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

Source of Funds:

75520A
 Monroe County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48162.

BIDDER	AS-READ	AS-CHECKED	
Weston Transport, Inc.	\$ 1,732,746.04	Same	1 **
Raymond Excavating Company	\$ 1,809,792.89	Same	2
Fisher Contracting Company	\$ 1,884,459.23	Same	3
Dan's Excavating, Inc.	\$ 2,018,649.43	Same	4
M. L. Chartier Excavating, Inc.	\$ 2,057,809.98	Same	5
Ron Bretz Excavating, Inc.	\$ 2,094,688.65	Same	6
Teltow Contracting, Inc.			
Angelo Iafrate Construction Company			
Albrecht Sand & Gravel Co.			
Pamar Enterprises, Inc.			
Cadillac Asphalt, LLC.			
Ace Asphalt & Paving Co.			

6 Bidders

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

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

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

Funding Source:

75340A

St Clair County	48.00 %
Federal Highway Administration Funds	26.00 %
State Restricted Trunkline Funds	26.00 %

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

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

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

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48032.

BIDDER	AS-READ	AS-CHECKED	
Central Michigan Contracting, Inc.	\$ 429,826.45	Same	1 **
CJ's Excavating Septic Service	\$ 595,858.16	Same	2
Bernie Johnson Trucking, Inc.	\$ 609,460.01	Same	3
M & M Excavating Co., Inc.	\$ 657,101.82	Same	4
William E. Lang, Inc.	\$ 675,989.25	Same	5
C. R. Hunt Construction Company	\$ 865,509.86	Same	6
3-S Construction, Inc.	\$ 989,942.95	Same	7
Fisher Contracting Company	\$ 994,452.49	\$ 991,650.77	8
Maclean Construction Company			
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
Champagne and Marx Excavating, Inc.			
Rohde Brothers Excavating, Inc.			

8 Bidders

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

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

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

Funding Source:

76564A

Clare County	20.00 %
Federal Highway Administration Funds	40.00 %
State Restricted Trunkline Funds	40.00 %

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

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

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

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 48625.

BIDDER	AS-READ	AS-CHECKED	
Marlette Excavating Company	\$ 255,546.80	Same	1 **
S.L. & H. Contractors, Inc.	\$ 266,085.05	Same	2
Anlaan Corporation	\$ 274,410.30	Same	3
C. R. Hunt Construction Company	\$ 277,371.21	Same	4
J.E. Kloote Contracting, Inc.	\$ 287,419.22	Same	5
McDowell Construction , L.L.C.	\$ 299,508.30	Same	6
Davis Construction, Inc.	\$ 323,823.62	Same	7
Heystek Contracting Inc.	\$ 331,457.53	Same	8
Walter Toebe Construction Co.	\$ 423,600.00	Same	9
Miller Development, Inc.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
Rohde Brothers Excavating, Inc.			

9 Bidders

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

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

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

Funding Source:

78952A

Sanilac County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

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

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48422.

152. LETTING OF MAY 06, 2005
 PROPOSAL 0505083 \$ ENG. EST. LOW BID
 PROJECT BRO 74008-78959 \$ 499,515.00 \$ 437,166.56
 LOCAL AGRMT. 05-5082 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 20, 2005 -12.48 %

Bridge removal and replacement along with related approach work on Cooper Road at the south Branch Cass River, in Elmer Township, Sanilac County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 437,166.56	Same	1 **
C. R. Hunt Construction Company	\$ 481,974.50	Same	2
Anlaan Corporation	\$ 518,223.19	Same	3
McDowell Construction , L.L.C.	\$ 521,525.09	Same	4
J.E. Kloote Contracting, Inc.	\$ 527,738.43	Same	5
Davis Construction, Inc.	\$ 588,210.33	Same	6
Walter Toebe Construction Co.	\$ 608,842.19	Same	7
Miller Development, Inc.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
Rohde Brothers Excavating, Inc.			

7 Bidders

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

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

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

Funding Source:

78959A	
Sanilac County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

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

Selection: Low bid.

BIDDER		AS-READ	AS-CHECKED	
Severance Electric Co., Inc.	\$	45,705.00	Same	1 **
J. Ranck Electric, Inc.	\$	50,702.20	Same	2
Posen Construction, Inc.	\$	99,999.99	Same	3
Metropolitan Power & Lighting, Inc.				
Rauhorn Electric, Inc.				
Trans Tech Electric LP				

3 Bidders

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

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

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Source of Funds:

73965A

Monroe County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48173.

155.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505087	\$ 989,293.57	\$ 1,006,096.93
	PROJECT EDDF 02555-83620		
	LOCAL AGRMT. 05-5153		% OVER/UNDER EST.
	START DATE - JUNE 15, 2005		
	COMPLETION DATE - OCTOBER 15, 2005		1.70 %

2.6 mi of reconstruction including earth excavation, embankment, hot mix asphalt crushing and shaping, culverts, storm sewer, ditching and concrete curb and gutter on County Road H-15 (Shingleton Road) from highway M-28 northerly in Munising Township, Alger County.

BIDDER	AS-READ	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 1,006,096.93	Same	1 **
Oberstar, Inc.	\$ 1,123,055.88	Same	2
Bacco Construction Company	\$ 1,207,261.35	Same	3

3 Bidders

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

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

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

Funding Source:

83620A

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

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

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

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

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49884.

156.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505088	\$ 762,252.50	\$ 740,000.00
	PROJECT CM 19400-51066, ETC		
	LOCAL AGRMT. 05-5157		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 22, 2005		-2.92 %

Dedicated right turn lanes and resurfacing on Grand River Avenue from the west Clinton County line to M-100, Clinton County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 740,000.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 863,701.50	Same	2
Aggregate Industries-Central Region	\$ 880,085.18	Same	3

3 Bidders

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

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

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

Funding Source:

51066A		
Clinton County	20.00	%
Federal Highway Administration Funds	80.00	%
74624A		
Clinton County	20.00	%
Federal Highway Administration Funds	52.00	%
State Restricted Trunkline Funds	28.00	%

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

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

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

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 48822.

157.	LETTING OF MAY 06, 2005	ENG. EST.	LOW BID
	PROPOSAL 0505089	\$ 806,337.00	\$ 852,699.14
	PROJECT EDDF 51555-76676		
	LOCAL AGRMT. 05-5134		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 29, 2005		5.75 %

5.5 mi of road resurfacing, including aggregate base, hot mix asphalt paving, aggregate shoulders, guardrail, and pavement marking on High Bridge Road from M-55 to Brethren north village limits, in Norman and Dickson Townships, Manistee County.

5.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$	852,699.14	Same	1 **
Elmer's Crane & Dozer, Inc.	\$	899,295.90	Same	2

2 Bidders

Funding Source:

83287A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract's final costs will be based on actual quantities and unit bid prices. Even though the contract cost is not fixed, cost containment practices and past experience will keep cost at or below bid amount.

Risk Assessment: There is a greater risk of derailments, property damage, and personal injury if improvements are not completed.

Cost Reduction: Reduces operational and equipment maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation of existing infrastructure.

Zip Code: 48806.

EXTRAS

159. **Extra 2005 - 43**

Control Section/Job Number: 82457-49966A Local Agency 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: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Local Agency
Engineer's Estimate: \$25,350,000.00

Description of Project:

5.3 kilometers of new construction and reconstruction consisting of concrete and bituminous pavements, 4 Structures, concrete median barrier, street lighting, airfield lighting, utility relocations, storm water detention system, and related work on south access road element 4 (Rogell Drive Connector) from just south of the Burton Drive/Rogell Drive intersection to the north terminus of the South Access Road project element 3 in Wayne County.

Administrative Board Approval Date:	December 5, 2000	
Contract Date:	January 9, 2001	
Original Contract Amount:	\$20,263,969.72	
Total of Overruns/Changes (Approved to Date):	1,117,904.60	+ 5.52%
Total of Extras/Adjustments (Approved to Date):	1,463,504.36	+ 7.22%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>1,371,664.64</u>	<u>+ 6.77%</u>
Revised Total	<u>\$24,217,043.32</u>	+ 19.51%
<u>Offset Information</u>		
Total Offsets This Request	(198,924.60)	- 0.98%
Net Revised Request	\$1,172,740.04	+ 5.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.74% over the original budget for an **Authorized to Date Amount** of \$22,845,378.68.

Approval of this extra will place the authorized status of the contract 19.51% or \$3,953,073.60 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2002-06	20 r. 1, 25 r. 1	\$367,434.30	02/05/02
2002-46	44 r. 7	\$214,112.75	09/03/02
2003-05	63 r. 1	\$100,414.50	02/04/03
2003-32	90 r. 1	\$112,000.00	07/01/03

Contract Modification Number(s): 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 64 r. 2, 66, 67 r. 1, 69, 71 r. 1, 73 r. 5, 74 r. 3, 75 r. 1, 76 r. 2, 77 r. 2, 79 r. 1, 80 r. 2, 81 r. 1, 82 r. 1, 83 r. 1, 84 r. 1, 85 r. 2, 86 r. 2, 87 r. 1, 88 r. 2, 89 r. 1, 91 r. 1, 92 r. 1, 93 r. 2, 96 r. 2, 97 r. 2, 98 r. 7, 99 r. 3, 100 r. 2, 101 r. 10, 102 r. 4, 103 r. 4, 104 r. 2, 105 r. 2, 106 r. 2, 107 r. 2, 109 r. 2, 110 r. 4, 111 r. 1, 114 r. 5, 115 r. 3, 117 r. 1, 118 r. 3, 120 r. 11, 123 r. 7, 124 r. 3, 125 r. 4

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

CM 47

1800 MM FENCE W/TOP RAIL AND

BARBED WIRE, EXTRA #57

80.000 m @ \$46.97/m

\$3,757.60

Total

\$3,757.60

CM 48

Hand Patching (BITUMINOUS MAT'L),

EXTRA #58

460.000 t @ \$100.75/t

\$46,345.00

Total

\$46,345.00

CM 49

1200MM X 3000MM DOUBLE GATE,

EXTRA #59

1.000 ea @ \$477.20/ea

\$477.20

TEMP. CHAIN LINK FENCE 1200mm

EXTRA #60

102.000 m @ \$34.62/m

3,531.24

Total

\$4,008.44

CM 50

CAST-IN-PLACE COPING, EXTRA #61

57.000 m @ \$657.50/m

\$37,477.50

Total

\$37,477.50

CM 51

DB Cable, in Conduit, 600V, 1/C#1/0,

EXTRA #63

2,041.000 m @ \$6.58/m

\$13,429.78

DB Cable, in Conduit, 600V, 1/C#2,

EXTRA #64

19,818.000 m @ \$5.63/m

111,575.34

Total

\$125,005.12

CM 51 Offset Information

DB Cable, 600V, 1/C#2/0

-21,859.000 m @ \$7.50 / m

(\$163,942.50)

Total

(\$163,942.50)

Net Revised CM 51 Request

(\$38,937.38)

CM 52		
DOWNSPOUTS FOR GREEN LOT CANOPY		
EXTRA #65	1.000 LS @ \$1,658.83/LS	<u>\$1,658.83</u>
Total		<u>\$1,658.83</u>
CM 53		
ADD'L CONCRETE FOR LIGHT STANDARD		
FOUNDATIONS, EXTRA #66	1.000 LS @ \$12,541.90/LS	<u>\$12,541.90</u>
Total		<u>\$12,541.90</u>
CM 54		
INSTALL TAXIWAY END MARKER		
SIGN, EXTRA #67	1.000 LS @ \$4,548.64/LS	<u>\$4,548.64</u>
Total		<u>\$4,548.64</u>
CM 55		
ADDITIONAL QUANTITIES OF		
REINFORCING STEEL, EXTRA #70	1.000 LS @ \$4,435.05/LS	<u>\$4,435.05</u>
Total		<u>\$4,435.05</u>
CM 56		
ADJUST STRUCTURE & PATCH		
PAVE, EXTRA #71	2.000 ea @ \$930.00/ea	<u>\$1,860.00</u>
Total		<u>\$1,860.00</u>
CM 57		
20 MIL PVC LINER, EXTRA #72		
Total	4,900.000 m2 @ \$4.10/m2	<u>\$20,090.00</u>
		<u>\$20,090.00</u>
CM 58		
Truss, Steel, Type C, 28.96 m, EXTRA #73		
Total	1.000 ea @ \$38,350.00/ea	<u>\$38,350.00</u>
		<u>\$38,350.00</u>
CM 58 Offset Information		
Truss, Steel, Type C, 24.37 m	-1.000 ea @ \$34,982.10/ea	<u>(\$34,982.10)</u>
Total		<u>(\$34,982.10)</u>
Net Revised CM 58 Request		<u>\$3,367.90</u>
CM 59		
PORTABLE LIGHT TOWERS FURNISHED		
& OPERATED, EXTRA #75	42.000 ea @ \$150.00/ea	<u>\$6,300.00</u>
Total		<u>\$6,300.00</u>
CM 60		
IN-WALL ELECTRICAL JUNCTION		
BOXES, EXTRA #76	31.000 ea @ \$505.86/ea	<u>\$15,681.66</u>
Total		<u>\$15,681.66</u>

CM 61			
RESTRICTED AREA SIGNS, EXTRA #77	36.000 ea @ \$69.00/ea		<u>\$2,484.00</u>
Total			<u>\$2,484.00</u>
CM 62			
WOOD POLE LUMINARE, ARM			
EXTRA #37	23.000 ea @ \$265.13/ea		\$6,097.99
WOOD POLE ARM, 3050MM, SUPPLY &			
INSTALL EXTRA #39	18.000 ea @ \$509.00/ea		9,162.00
WOOD POLE ARM, 1830MM, SUPPLY &			
INSTALL EXTRA #40	5.000 ea @ \$291.64/ea		1,458.20
CABLE, ALUMINUM TRIPLEX, REM.			
EXTRA #38	6,080.000 m @ \$5.30/m		32,224.00
Luminaire, Install Salv EXTRA #36	24.000 ea @ \$143.17/ea		3,436.08
Wood Pole, Install Salv EXTRA #34	25.000 ea @ \$424.20/ea		10,605.00
Wood Pole, Rem EXTRA #35	78.000 ea @ \$318.15/ea		<u>24,815.70</u>
Total			<u>\$87,798.97</u>
CM 64			
SIDEWALK, CONC., 100MM, EXTRA #32	600.000 m2 @ \$68.90/m2		<u>\$41,340.00</u>
Total			<u>\$41,340.00</u>
CM 66			
REGRADE AREA FOR EMERGENCY			
ACCESS, EXTRA #77	1.000 LS @ \$1,199.98/LS		<u>\$1,199.98</u>
Total			<u>\$1,199.98</u>
CM 67			
REPAIR UNMARKED ELECTRICAL			
CONDUIT & WIRE, EXTRA #78	1.000 LS @ \$3,393.04/LS		<u>\$3,393.04</u>
Total			<u>\$3,393.04</u>
CM 69			
RECONSTRUCT COMM. VAULT, EXTRA #28	1.000 LS @ \$2,850.00/LS		<u>\$2,850.00</u>
Total			<u>\$2,850.00</u>
CM 71			
Relocate Fiber Optic Security System, EXTRA #74	1.000 LS @ \$17,702.93/LS		<u>\$17,702.93</u>
Total			<u>\$17,702.93</u>
CM 73			
Hand Patching			
(BITUMINOUS MAT'L), EXTRA #58	200.050 t @ \$100.75/t		<u>\$20,155.04</u>
Total			<u>\$20,155.04</u>
CM 74			
150mm LIMESTONE DRAINAGE COURSE			
WITH 20 Mil PVC LINER, EXTRA #68	3,110.000 m2 @ \$8.00/m2		<u>\$24,880.00</u>
Total			<u>\$24,880.00</u>

CM 75			
25mm RGS CONDUIT, HUNG ON			
STRUCTURE, EXTRA #69	400.000 m @ \$39.77/m		<u>\$15,908.00</u>
Total			<u>\$15,908.00</u>
CM 76			
SIDEWALK CONC., 100MM	70.790 m2 @ \$68.90/m2		\$4,877.43
1800 MM FENCE W/TOP RAIL AND			
BARBED WIRE, EXTRA #57	72.400 m @ \$46.97/m		3,400.63
REMOVE AIRPORT MARKINGS,EXTRA #5	1,279.210 m2 @ \$19.97/m2		25,545.82
AIRPORT PAINT MARKINGS, EXTRA #4	1,137.510 m2 @ \$8.55/m2		9,725.71
CONDUIT ENCASED 1, 50MM, EXTRA #26	267.190 m @ \$58.33/m		15,585.19
CABLE, ALUMINUM TRIPLEX, REM., EXTRA #38	712.700 m @ \$5.30/m		3,777.31
DB Cable, in Conduit, 600V, 1/C#1/0, EXTRA #63	1,678.00 m @ \$6.58/m		11,041.24
Wood Pole, Rem, EXTRA #35	10.000 ea @ \$318.15/ea		<u>3,181.50</u>
Total			<u>\$77,134.83</u>
CM 77			
REVISING & RE-DETAILING, DUE TO			
MISC. STRUCTURAL STEEL CHANGES	1.000 LS @ \$18,759.18/LS		<u>\$18,759.18</u>
Total			<u>\$18,759.18</u>
CM 79			
Thickened Concrete Edge, EXTRA #81	174.000 m @ \$5.84/m		<u>\$1,016.16</u>
Total			<u>\$1,016.16</u>
CM 80			
SAW CUT & FIT MSE WALL @			
ELECTRICAL DUCTS, EXTRA #82	1.000 LS @ \$832.28/LS		<u>\$832.28</u>
Total			<u>\$832.28</u>
CM 81			
MODIFY PRECAST MANHOLES FOR			
STRUCTURES #9 & #10, EXTRA #83	1.000 LS @ \$10,498.46/LS		<u>\$10,498.46</u>
Total			<u>\$10,498.46</u>
CM 82			
TWO TUBE RAILING SPLICE, EXTRA #85	15.000 ea @ \$670.00/ea		<u>\$10,050.00</u>
Total			<u>\$10,050.00</u>
CM 83			
MODIFY TWO TUBE RAILING TO MEET			
SECURITY REQUIREMENTS, EXTRA #87	1.000 ea @ \$5,504.40/ea		<u>\$5,504.40</u>
Total			<u>\$5,504.40</u>
CM 84			
GRADING EAST OF ALIGNMENT "A", EXTRA #88	1.000 LS @ \$10,500.00/LS		<u>\$10,500.00</u>
Total			<u>\$10,500.00</u>

CM 85			
REMOVE AND REPLACE MANHOLE			
FRAME AND COVERS, EXTRA #84	1.000 LS @ \$6,129.59/LS		<u>\$6,129.59</u>
Total			<u>\$6,129.59</u>
CM 86			
False Decking , EXTRA #86	1,525.770 m2 @ \$13.55/m2		<u>\$20,674.18</u>
Total			<u>\$20,674.18</u>
CM 87			
ADDITIONAL MSE WALL STRAPS AND			
ANCHORS, EXTRA #89	1.000 LS @ \$14,210.000/LS		<u>\$14,210.00</u>
Total			<u>\$14,210.00</u>
CM 88			
SUBSTITUTE EPOXY STEEL FOR MSE			
WALL, EXTRA #90	1.000 LS @ \$8,728.66/LS		<u>\$8,728.66</u>
Total			<u>\$8,728.66</u>
CM 89			
Reinforcement, Steel, Epoxy Coated, EXTRA #91	265.000 kg @ \$2.55/kg		<u>\$675.75</u>
Total			<u>\$675.75</u>
CM 91			
ORNAMENTAL FENCE FOR MSE			
WALL, EXTRA #94	22.000 m @ \$151.00/m		<u>\$3,322.00</u>
Total			<u>\$3,322.00</u>
CM 92			
RE-CHLORINATE AND FLUSH			
WATERMAIN, EXTRA #92	1.000 LS @ \$2,187.19/LS		<u>\$2,187.19</u>
Total			<u>\$2,187.19</u>
CM 93			
METAL SIDING AT X-BRACING			
Total	1.000 LS @ \$18,000.65/LS		<u>\$18,000.65</u>
			<u>\$18,000.65</u>
CM 96			
PROVIDE POWER FEED TO LIGHTS AT			
SOUTH END OF PROJECT, EXTRA #95	1.000 LS @ \$9,981.43/LS		<u>\$9,981.43</u>
Total			<u>\$9,981.43</u>
CM 97			
ADDITIONAL EPOXY COATED			
RESTEEL, EXTRA #98	1.000 LS @ \$16,930.73/LS		<u>\$16,930.73</u>
Total			<u>\$16,930.73</u>
CM 98			
ADDITIONAL E5 JOINT, EXTRA #100	1,290.000 m @ \$15.90/m		<u>\$20,511.00</u>
Total			<u>\$20,511.00</u>

CM 99			
GAPPING OF SHOULDER/VALLE GUTTER			
AT LIG FOUNDATIONS, EXTRA #101	1.000 LS @ \$39,463.57/LS		<u>\$39,463.57</u>
Total			<u>\$39,463.57</u>
CM 100			
ADDITIONAL TRUCKING, EXTRA #95	1.000 LS @ \$7,744.00/LS		<u>\$7,744.00</u>
Total			<u>\$7,744.00</u>
CM 101			
YELLOW LOT ELECTRICAL REWORK/ GATE ISLAND, EXTRA #104	1.000 LS @ \$34,811.97/LS		<u>\$34,811.97</u>
Total			<u>\$34,811.97</u>
CM 102			
ELECTRICAL HANDHOLE TYPE B, EXTRA #102	5.000 ea @ \$4,326.84/ea		\$21,634.20
CONDUIT, ENCASED 6-75mm, EXTRA #103	60.000 m @ \$215.00/m		<u>12,900.00</u>
Total			<u>\$34,534.20</u>
CM 103			
REPAIR TO BARRIER WALL AND SHOULDER, EXTRA #99	1.000 LS @ \$17,895.68/LS		<u>\$17,895.68</u>
Total			<u>\$17,895.68</u>
CM 104			
Modified Anchor Bolt Assembly, EXTRA #105	1.000 LS @ \$1,311.84/LS		<u>\$1,311.84</u>
Total			<u>\$1,311.84</u>
CM 105			
Parking Deck Electrical Changes, EXTRA #106	1.000 LS @ \$9,842.50/LS		<u>\$9,842.50</u>
Total			<u>\$9,842.50</u>
CM 106			
Additional Electrical Work at the Amer. Air Freight Building, EXTRA #107	1.000 LS @ \$8,828.66/LS		<u>\$8,828.66</u>
Total			<u>\$8,828.66</u>
CM 107			
ELECTRICAL SUPPLY AT ENTRANCE ISLANDS TO GREEN LOT, EXTRA #108	1.000 LS @ \$15,806.75/LS		<u>\$15,806.75</u>
Total			<u>\$15,806.75</u>
CM 109			
Sewer Cl C76M IV 450mm Tr. "D" Mod., EXTRA #18	0.230 m @ \$245.00/m		\$56.35
Sewer Cl C76M IV 600mm Tr. "A" Mod., EXTRA #19	6.200 m @ \$235.00/m		1,457.00
Sewer Cl C76M IV 600mm Tr. "D" Mod., EXTRA #20	55.780 m @ \$295.80/m		<u>16,499.72</u>
Total			<u>\$18,013.07</u>
CM 110			
Remove Integral Curb 300mm wide, EXTRA #9	1,366.000 m @ \$17.50/m		<u>\$23,905.00</u>
Total			<u>\$23,905.00</u>

CM 111			
Reinforcement, Steel, Epoxy Coated, EXTRA #91	1,097.500 kg @ \$2.55/kg		<u>\$2,798.63</u>
Total			<u>\$2,798.63</u>
CM 114			
MANHOLE TYPE A, 1200MM COVER S, EXTRA #12	15.000 ea @ \$1,500.00/ea		\$22,500.00
MANHOLE TYPE A, 1200MM COVER D, EXTRA #11	3.000 ea @ \$1,400.00/ea		4,200.00
MANHOLE, TYPE D, 1200MM COVER A, EXTRA #21	2.000 ea @ \$2,200.00/ea		4,400.00
MANHOLE, TYPE C, 1200MM COVER S, EXTRA #22	4.000 ea @ \$1,550.00/ea		<u>6,200.00</u>
Total			<u>\$37,300.00</u>
CM 115			
LEVELING PAD, CONCRETE, EXTRA #23	0.160 m @ \$60.00/m		<u>\$9.60</u>
Total			<u>\$9.60</u>
CM 117			
Fence, Chain Link, 1200 mm, EXTRA #58	10.800 m @ \$29.69/m		<u>\$320.65</u>
Total			<u>\$320.65</u>
CM 118			
UTILITY REPAIRS, EXTRA #1	1.000 LS @ \$7,143.53/LS		<u>\$7,143.53</u>
Total			<u>\$7,143.53</u>
CM 120			
CONCRETE GRADE S2, WALL, EXTRA #13	346.000 m3 @ \$775.00/m3		\$268,150.00
Total			<u>\$268,150.00</u>
CM 123			
ADJ – INCREASE TO FLAG CONTROL			<u>\$24,780.00</u>
Total			<u>\$24,780.00</u>
CM 124			
ORNAMENTAL FENCE FOR MSE WALL, EXTRA #94	6.800 m @ \$151.00/m		<u>\$1,026.80</u>
Total			<u>\$1,026.80</u>
CM 125			
ADJ – INCREASE TO CONTRACT STAKING			<u>\$22,560.00</u>
Total			<u>\$22,560.00</u>
Grand Total			<u>\$1,371,664.64</u>
Total Offsets This Request	(\$198,924.60)		
Net Revised Request			<u>\$1,172,740.04</u>

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

CM 47

During construction operations, it was recognized that changes were necessary to the staging in order to build this project as intended. A section of 1800 mm fencing, east of the East Service Road, was in conflict with the temporary roadway alignment and had to be removed. The fence section was replaced after removal of the temporary roadway. The extra cost for 1800 MM FENCE W/TOP RAIL AND BARBED WIRE EXTRA #57 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 48

The project plans call for bituminous paving between the proposed concrete curb and the existing bituminous surface in the green lots. Due to the small work area, the extra effort required, and hand work, this additional work is considered hand patching per the 1996 Standard Specifications for Construction. A pay item for hand patching was inadvertently omitted from the original bid items during the design phase, but was necessary to complete the planned work. The extra cost for Hand Patching (BITUMINOUS MAT'L) EXTRA #58 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 49

During construction, it was recognized that parking deck traffic could jump the curb from the east side of the parking deck exit to northbound Rogell Drive, with the new alignment and close relative grades. Since vehicles jumping the curb at this location would prove a traffic hazard, as well as a revenue loss for the owner, it was necessary to install a section of 1200 mm fence and a double gate for emergency access. The extra cost for 1200MM X 3000MM DOUBLE GATE, EXTRA #59 and TEMP. CHAIN LINK FENCE, 1200mm EXTRA #60 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs are considered reasonable when compared with similar work on Wayne County projects.

CM 50

The plans show placing a cast-in-place coping wall cap on the MSE walls. Placement of a coping wall cap on the existing concrete walls was inadvertently omitted from the plan sheets but was necessary for security and architectural reasons. The designer provided details during the construction phase of this project. The details relating to how this coping ties into the existing cast-in-place retaining walls, providing for architectural and security continuity, were omitted from the plans. The designer provided details during the construction phase of this project showing cast-in-place coping to be placed on the top of the existing cast-in-place retaining walls to provide the desired continuity. The extra cost for CAST-IN-PLACE COPING, EXTRA #61 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects, and field observations of the time and materials required to complete this work.

CM 51

The plans call for installing DB Cable, 600V, 1/C #2/0 for the permanent street lighting. The contractor suggested the lighting system would be more practically and economically constructed using #1/0 and #2 direct bury cables in the majority of the circuitry in lieu of the #2/0. This suggestion was reviewed and approved by the designer and was incorporated into the project. The extra cost for DB Cable, in Conduit, 600V, 1/C#1/0, EXTRA #63 and DB Cable, in Conduit, 600V, 1/C#2, EXTRA #64 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects. This extra cost is completely offset by a \$163,942.50 reduction in the original item DB Cable, 600V, 1/C#2/0.

CM 52

The plans call for the relocation of the green lot canopy; however, the issue of storm water drainage was not addressed in the plans or the approved shop drawings. The existing canopy roof drains tied into the storm sewer before relocation. The relocated canopy did not have a provision for a tie-in. It was decided to install 100 mm cast iron downspouts to carry the storm water discharge to the pavement surface. The extra cost for DOWNSPOUTS FOR GREEN LOT CANOPY, EXTRA #65 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 53

The plans call for installing 457 mm diameter light standard foundations; however, the frangible base assemblies are called to be 600 mm. It was therefore necessary to change ten light standard foundations from 457 mm X 1523 mm to 609 mm X 1523 mm, and eighty light standard foundations from 457 mm X 2132 mm to 609 mm X 2132 mm. Additional labor and material costs were necessary to increase these foundation sizes. The extra cost for ADD'L CONCRETE FOR LIGHT STANDARD FOUNDATIONS, EXTRA #66 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 54

The plans call for removing a segment of taxiway M3; however, no provision was made for placing a taxiway end marker sign, as required by the FAA. The contractor was directed to install this sign on a concrete base per the Wayne County standard detail. The sign was provided to the contractor by the owner. The extra cost for INSTALL TAXIWAY END MARKER SIGN, EXTRA #67 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 55

During construction, it was determined that the quantity of reinforcing steel for the cast-in-place retaining walls was increased in the shop drawing approval process from the bar list on the plans. The additional quantities need to be paid for separately as they were not included in the original contract documents. The extra cost for ADDITIONAL QUANTITIES OF REINFORCING STEEL, EXTRA #70 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar quantity work on Wayne County projects.

CM 56

The plans call for a temporary turnaround to be paved just north of Burton Drive. This turnaround was designed to be removed before the winter of 2001/2002. After a field review of traffic patterns, it was determined to leave the turnaround active over the winter and make it a permanent facility. The preparation of this turnaround for winter conditions required slight modifications to two storm sewer structures and the concrete patching of the adjacent affected pavement area. The extra cost for ADJUST STRUCTURE & PATCH PAVE, EXTRA #71 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects, and field observations of the time and materials required to complete this work.

CM 57

The plans call for installing a 20 mil PVC liner on top of the MSE wall structural backfill. The special provision for this work provides for this item to be paid for separately. An original bid item for this work was inadvertently omitted during the design phase. The extra cost for 20 MIL PVC LINER, EXTRA #72 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations of the time, equipment, and materials required to complete this work, as there is not a comparable work item history.

CM 58

During construction operations, it was necessary for the project designers to redesign one sign truss as the proposed sign foundation was in conflict with the proposed curb and gutter. The sign truss was lengthened to avoid the curb and gutter conflict. The extra cost for Truss, Steel, Type C, 28.96 m EXTRA #73 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is considered reasonable when compared with similar work on Wayne County projects. The extra cost is partially offset by a \$34,982.10 reduction in the original bid item Truss, Steel, Type C, 24.37.

CM 59

During the course of construction, it was determined that the area adjacent to and just south of the American Air freight building on Alignment F was very poorly lit. For the safety of pedestrian and vehicular traffic, it was determined that temporary lighting would be required during the time when open excavations exist in this area. The contractor was directed to furnish, operate and maintain portable light towers in this area until paving was complete on Alignment F. This work was not included in the project plans, but was necessary for construction. The extra cost for PORTABLE LIGHT TOWERS, FURNISHED & OPERATED, EXTRA #75 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is considered reasonable when compared with similar work on Wayne County projects.

CM 60

During the course of construction, it was determined that electrical junction boxes were necessary in the barrier wall between northbound and southbound Alignment A to allow for street lighting circuitry work. Since this item was inadvertently omitted in the original design, the contractor was requested to submit shop drawings for the electrical junction boxes. The shop drawings were approved for use by the project designers. The extra cost for IN-WALL ELECTRICAL JUNCTION BOXES EXTRA #76 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is considered reasonable when compared with similar work on MDOT projects.

CM 61

The plans call for the installation of ornamental security fencing on Alignments A and O to maintain a secure airport operations area. FAA regulations require "Restricted Area" signs on all airport operations security fencing. The contractor was directed to install signs on the ornamental fence to allow for the opening of the roadway. While "Restricted Area" signs on chain link fence are included in the fence items, no provision was made in the contract to compensate the contractor for furnishing and installing these signs on the ornamental security fence. The extra cost for RESTRICTED AREA SIGNS, EXTRA #77 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is considered reasonable when compared with similar work on Wayne County projects.

CM 62

The contract calls for adding a lane on the west side of northbound Rogell Drive. The alignment and geometry of this lane requires the removal of the existing street lights. Since the proposed permanent street lights are to be installed in later stages of the contract, a temporary roadway light system was needed to light the area for public safety. The project designers designed a temporary lighting system to provide the necessary illumination. Several items necessary to complete this work were not included in

the original bid items. The extra costs for WOOD POLE LUMINARE, ARM EXTRA 37; WOOD POLE ARM, 3050MM, SUPPLY & INSTALL EXTRA #39; WOOD POLE ARM, 1830MM, SUPPLY & INSTALL EXTRA #40; CABLE, ALUMINUM TRIPLEX, REM. EXTRA #38; Luminaire, Install Salv EXTRA #36; Wood Pole, Install Salv EXTRA #34; and Wood Pole, Rem EXTRA #35 were negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs are considered reasonable when compared with similar work on Wayne County projects.

CM 64

The contract provided a quantity for Sidewalk, Conc, 100 mm, Modified, which was inadvertently established to be paid in meters not square meters. A previous contract modification was authorized to delete the original plan item and establish a new item with the proper unit of square meters. During construction operations, it was determined that the newly established quantity was underestimated. This contract modification adjusts the previously authorized quantity to the current as-constructed quantity. The extra cost for SIDEWALK, CONC., 100MM was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is considered reasonable when compared with similar work on Wayne County projects.

CM 66

The contractor was directed to regrade a limited area behind the curbing of Alignment D to provide for a 10 ft emergency access route requested by the owner. These emergency routes allow proper responses to on site airport emergencies. The extra cost for REGRADE AREA FOR EMERGENCY ACCESS – EXTRA #77 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is based on daily records of time, equipment and material. The price was considered reasonable when compared with field observations of the time, equipment and material necessary to complete this work, as there is not a comparable work item history.

CM 67

An existing power cable crossing Alignment Q was damaged by the contractor during grading operations. This utility was not marked on the plans nor marked in the field by Wayne County Airport electricians. Airport facilities are not part of the MISS DIG system. The electricians did not have the means immediately available to make repairs. The contractor was directed to make the necessary repairs on a force account type basis. The extra cost for REPAIR UNMARKED ELECTRICAL CONDUIT & WIRE-EXTRA #78 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is based on daily records of time, equipment and material. The price was considered reasonable when compared with field observations of the time, equipment and material submittals necessary to complete this work, as there is not a comparable work item history.

CM 69

It was determined that the existing communications vault, located east of the common use freight building, would have to be reconstructed. This reconstruction is necessary due to changes in the utility relocation plans, as a result of utility conflicts. The existing utilities were relocated to a new corridor to avoid conflicts in the existing corridor. The reconstruction of an existing communication vault that was to remain in place was not addressed in the plans. The extra cost for RECONSTRUCT COMM. VAULT, EXTRA #28 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is based on force account time, equipment and material submittals without markups prior to work commencing. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 71

The plans call for the demolition of a portion of the American Air freight building. This work necessitates the relocation of the existing fiber optic security system to maintain a secure AOA. Relocation of the existing fiber optic security system was omitted during the design phase. The extra cost for Relocate Fiber Optic Security System, EXTRA #74 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 73

This contract modification adjusts the previously authorized quantity to the current as-constructed quantity. A pay item for hand patching was inadvertently omitted from the original bid items during the design phase, but was necessary to complete planned work. The extra cost for Hand Patching (BITUMINOUS MAT'L) EXTRA #58 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 74

The project plans depict a drainage swale west of the west MSE wall and east of taxiway G. During construction, it was discovered that this swale was placed immediately atop the sand backfill of the MSE wall and would likely overload a 150mm edge drain installed at the toe of the wall, possibly jeopardizing the stability of the wall. It was determined that a 20 mil PVC liner be installed, along with a 150mm thick limestone drainage course for this area. The extra cost for 150mm LIMESTONE DRAINAGE COURSE WITH 20 Mil PVC LINER, EXTRA #68 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 75

During construction, it was determined that the power feed to the new obstruction lights on the existing retaining wall and new precast wall would require the protection of rigid conduit. The rigid conduit protects the power feeds from damage and is the standard practice at the airport. This conduit was omitted during the design phase. The extra cost for 25mm RGS CONDUIT, HUNG ON STRUCTURE, EXTRA #69 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 76

This contract modification adjusts the previously authorized quantities for SIDEWALK, CONC., 100MM; 1800 MM FENCE W/TOP RAIL AND BARBED WIRE EXTRA #57; REMOVE AIRPORT MARKINGS EXTRA #5; AIRPORT PAINT MARKINGS EXTRA #4; CABLE, ALUMINUM TRIPLEX, REM. EXTRA #38; and Wood Pole, Rem EXTRA #35 to the current as-constructed quantities.

This contract modification adjusts the previously authorized quantities for CONDUIT ENCASED 1, 50MM, EXTRA #26 and DB Cable, in Conduit, 600V, 1/C#1/0 EXTRA #63 to the final as-constructed quantities.

Original reasons for each work item with increased quantities are described below.

The unit of measure for two sidewalk work items was incorrectly established during design. The project special provision identified each item as being paid by the square meter. The bid item unit of measure was to be paid by the meter. The original sidewalk pay items were eliminated and new items were established with the proper unit of measure. The extra cost for SIDEWALK CONC., 100MM was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

During construction operations, it was recognized that changes were necessary to the staging in order to build this project as intended. A section of 1800 mm fencing, east of the East Service Road, was in conflict with the temporary roadway alignment. The section of fencing was removed to allow placement of the temporary roadway. The fence section was replaced after removal of the temporary roadway. The extra cost for 1800 MM FENCE W/TOP RAIL AND BARBED WIRE EXTRA #57 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

The project plans depict removal and placement of airport markings. Work items for this work were inadvertently omitted during the design phase, but were necessary to complete planned work. The extra cost for REMOVE AIRPORT MARKINGS EXTRA #5 and AIRPORT PAINT MARKINGS, EXTRA #4 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The prices were considered reasonable when compared with similar work on Wayne County projects.

The project plans require concrete encasement of the 50 mm street lighting conduit. Work items for this work were inadvertently omitted during the design phase, but were necessary to complete planned work. The extra cost for CONDUIT ENCASED 1, 50MM, EXTRA #26 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects

The contract calls for adding a lane on the west side of northbound Rogell Drive. The alignment and geometry of this lane requires the removal of the existing street lights. Since the proposed permanent street lights are to be installed in later stages of the contract, a temporary roadway light system was needed to light the area for public safety. The project designers designed a temporary lighting system to provide the necessary illumination. Several items necessary to complete this work were not included in the original bid items. The extra cost for CABLE, ALUMINUM TRIPLEX, REM. EXTRA #38 and Wood Pole, Rem EXTRA #35 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost is considered reasonable when compared with similar work on Wayne County projects.

The plans call for installing DB Cable, 600V, 1/C #2/0 for the permanent street lighting. The contractor suggested the lighting system would be more practically and economically constructed using #1/0 and #2 direct bury cables in the majority of the circuitry in lieu of the #2/0. This suggestion was reviewed and approved by the designer, and was incorporated into the project. The extra cost for DB Cable, in Conduit, 600V, 1/C#1/0, EXTRA #63 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 77

The alterations to the American Air freight building could not be constructed as designed. Numerous site meetings and phone conversations were necessary between the designer, the owner and the contractor in revising and re-detailing the miscellaneous structural steel. In addition, the contractor had to revise and re-submit shop drawings. Extra time and material was utilized during the re-design and alterations to field work. The extra cost for REVISING AND RE-DETAILING, DUE TO MISC. STRUCTURAL STEEL CHANGES was negotiated per Section 103.04 of the 1996 Standard Specifications for

Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 79

Approved design changes resulted in the temporary turn-around north of Burton Drive being constructed for permanent use as mentioned previously. One work item involved with this work was not included in the original bid items, but was necessary to complete project work. The extra work item Thickened Concrete Edge, EXTRA #81 was established to compensate the contractor for increasing the depth of concrete at the interface of the old and new pavement longitudinal edges. The thickened edge will provide the adequate load transfer between the slabs based on past experience by Wayne County personnel. The extra cost for Thickened Concrete Edge, EXTRA #81 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 80

During the construction of the MSE wall for Alignment C over outbound Rogell Drive, electrical duct banks were encountered that were not shown on the plans. Design plan revisions were issued for the conflict areas. It was necessary to saw cut and modify several MSE panels and portions of the leveling pad to clear the conflict areas. The extra cost for SAW CUT & FIT MSE WALL @ ELECTRICAL DUCTS, EXTRA #82 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 81

The plans require two storm sewer drainage structures to be built over existing storm lines on Alignment A, just north of the north tunnel. After the precast structures were installed, it was determined that there was insufficient clearance to the proposed pavement. The contractor was directed to saw cut and modify the precast structures to provide for adequate clearance. The extra cost for MODIFY PRECAST MANHOLES FOR STRUCTURES #9 & #10, EXTRA #83 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 82

It was discovered, during construction, that 15 splices in the two tube bridge railing were omitted during design. As the splices are necessary at the bridge expansion points, the contractor was directed to add the additional splices. This work includes furnishing all the labor, equipment and materials to perform this work to current applicable county standards, and includes disassembly, field cutting and drilling, cold galvanizing, and remounting the railing. The extra cost for TWO TUBE RAILING SPLICE, EXTRA #85 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 83

During review of the constructed bridge railings for the south access road bridge over the AOA Road, Wayne County Airport Security stated the bridge railings did not meet security requirements for the area. The project designers made changes to the railing design that met the Wayne County Airport Security requirements. The contractor was directed to implement these changes to the railing. This work consists of furnishing all the labor, equipment and materials to perform this work to current applicable county standards, and includes disassembly, re-drilling of the parapet, and remounting the railing, along with providing additional railing and added expansion joint. The extra cost for MODIFY TWO TUBE

RAILING TO MEET SECURITY REQUIREMENTS, EXTRA #87 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 84

During construction of the retaining wall east of Alignment A, it was determined that the existing surface drainage configuration would introduce a majority of the runoff from storm events into the backfill of the new retaining wall. Since this additional water was deemed a threat to the stability of the retaining wall system, the contractor was directed to regrade the area with a series of swales and berms, as directed in the field and coordinated with DTW Airport Operations, through Wayne County inspectors. The extra cost for GRADING EAST OF ALIGNMENT "A", EXTRA #88 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 85

Approved design changes during construction resulted in the temporary turn-around north of Burton Drive being constructed for permanent use. Upon completion of the permanent turn-around, it was determined that the new traffic wheel patch affected two existing manhole frames and covers. Since the existing covers were worn and the frames were cracked, resulting in safety concerns for the traveling public, the contractor was directed to remove and replace the frames and covers. The extra cost for REMOVE AND REPLACE MANHOLE FRAME AND COVERS, EXTRA #84 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 86

Project staging required bridge construction of Alignment C, while maintaining traffic directly below. It became apparent that false decking would be necessary for the safety of project personnel and the traveling public. This work was not set up as incidental to the project, nor was any contract item provided to compensate the contractor for this work. The extra cost for False Decking EXTRA #86 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 87

During the submittal process of the shop drawings for abutments A & B of southbound SAR over northbound Rogell Drive, it was determined that 145 additional straps and anchors were required for the MSE wall. The contract documents did not clearly indicate the need for the straps and anchors, nor were the loadings identified that were to be resisted. The lateral loadings were provided by the project designer, and the contractor was directed to design and install straps and anchors to resist these lateral forces. The extra cost for ADDITIONAL MSE WALL STRAPS AND ANCHORS, EXTRA #89 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 88

During the submittal process of the shop drawings for the precast MSE wall panels, the contractor was directed to use epoxy coated reinforcing steel, as approved by the project designer. Epoxy coated reinforcing steel was not specified in the contract documents, but was determined to be necessary for proper completion of project work. The extra cost for SUBSTITUTE EPOXY STEEL FOR MSE WALL, EXTRA #90 was negotiated per Section 103.04 of the 1996 Standard Specifications for

Construction. The extra cost represents the additional material cost between regular steel reinforcing and epoxy coated steel reinforcing. The price was considered reasonable as it is based on invoice costs from the manufacturer.

CM 89

During construction, it was recognized that while the typical sections and details show the correct reinforcement for the SAR bridge over the AOA Road, the steel charts do not adequately depict the amount of steel required for construction. The extra cost for Reinforcement, Steel, Epoxy Coated EXTRA #91 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 91

During the project punchlist review, it was determined that a fence was needed between Alignment B and Alignment C immediately south of the East Service Road. A fall hazard existed over a project wall. The project designers recommended a 1200mm fence for safety and security reasons. The proposed fence is identical to other fences installed on the project; however, it requires an anchoring system different than that which is included in the other ornamental fence items. The extra cost for ORNAMENTAL FENCE FOR MSE WALL, EXTRA #94 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 92

The contract documents call for the installation of a 600 mm watermain. Upon completion of the watermain work, jurisdictional disputes arose that required resolution prior to incorporation into service. The watermain had been chlorinated and flushed per the contract, however, due to the length of time required to resolve the jurisdictional issues (several months), a second chlorination and flushing was mandated. The extra cost for RE-CHLORINATE AND FLUSH WATERMAIN, EXTRA #92 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 93

During construction, it was determined that the proposed location of the cross bracing for the American Air freight building would not work. The project designer redesigned the cross bracing to go on the exterior of the building to avoid conflicts with existing building utilities. The redesign did not address the aesthetics of the building exterior or the safety of the modified porch and railing. Additional redesign was done, adding metal siding and railing to cover the cross bracing and providing a safe entranceway. The extra cost for METAL SIDING AT X-BRACING – EXTRA was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work bid on the project.

CM 96

During construction, it became apparent that the power feed to five existing street lights at the south end of the project site were overlooked in the original design. In order to provide adequate lighting for public safety, the contractor was directed to re-feed and re-connect the five street lights. The extra cost for PROVIDE POWER FEED TO LIGHTS AT SOUTH END OF PROJECT (EXTRA #95) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 97

During construction of the southbound SAR bridge over the northbound Rogell Drive, and the northbound and southbound SAR bridges over the East Service Road, it was determined that the steel charts did not adequately depict the amount of steel required for this construction. The extra cost for ADDITIONAL EPOXY COATED RESTEEL – EXTRA #98 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 98

During construction, the contractor was directed to place an E5 joint, per MDOT standard plan, between the retaining wall and the shoulder. A review of the typical sections reveals this E5 joint detailed in some locations and not in others. Since this joint is included in the cost of the concrete pay item as detailed, compensation for this joint was not included where it was not detailed. The extra cost for ADDITIONAL E5 JOINT, EXTRA #100 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 99

During construction of the barrier wall between northbound and southbound Alignment A, and the barrier wall between Alignment A and Alignment O, a redesign of the barrier wall integral light base was necessary (see reason for CM 60). In order to maintain the contract schedule, the contractor was directed to gap the placement of shoulder/valley gutter in the areas of the light base redesign, while correction to the bases were made. This work amounted to 62 gap locations. Additional forming and non-productive concrete placement was required in the gapped areas. The extra cost for GAPPING OF SHOULDER/VALLEY GUTTER AT LIG FOUNDATIONS, EXTRA #101 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history. This extra was partially offset by a previous reduction in the original items of Shoulder, Conc with Valley Gutter, Reinf, 200 mm and Shoulder, Reinf Conc, 150 mm.

CM 100

During construction, it became necessary to alter the haul route established in the contract to coordinate with other adjacent construction projects. This mandated change in haul route resulted in additional mileage and time to the trucking of concrete for this project. The extra cost for ADDITIONAL TRUCKING, EXTRA #95 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 101

The contract plans call for the reconfiguration of the yellow lot entrance from Rogell Drive. The plans did not provide electrical power to this area or power for entrance sign relocations and project staging. Upon field review and another visit by the project designer, the contractor was directed to provide power to this area by boring from a transformer in the western part of the yellow lot. Additionally, the contractor was directed to relocate the lighted entrance sign to this lot on two occasions due to staging issues. The extra cost for YELLOW LOT ELECTRICAL REWORK/GATE ISLAND (EXTRA #104) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 102

The contract plans called for new electrical amenities (street lighting, gate arms, card readers, etc.) in the north green lot, but provided no power source to this area. Upon review by the designer, the contractor was directed to bring power from a transformer at the north end of the project. Contract units were used to pay for the wiring, etc., as necessary, but no items exist for the 1500 mm by 1500 mm type B handholes and 6-75mm encased conduit required for this work. Additionally, two 1500 mm by 1500 mm type B handholes were required at the interface with the North Tunnel (SARIII) Project street lighting circuits at the south end of the project. These handholes were placed so as not to exceed the maximum allowable handhole spacing. The extra cost for ELECTRICAL HANDHOLE TYPE B (EXTRA #102) and CONDUIT, ENCASED 6-75mm (EXTRA #103) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 103

Approximately 6 months after the road was opened to traffic, it was discovered that a portion of the concrete shoulder and barrier wall was settling. The area of differential settlement involved approximately 40 feet of barrier wall and shoulder immediately north of the cast-in-place retaining wall, west of Alignment A. This section was properly densified during construction operations. The designer was contacted and performed a field review, along with Wayne County personnel. It was determined that the differential settlement was the natural settlement of the 20 foot deep clay layer. Various methods of repair were discussed and it was decided that the barrier wall should be jacked to the corrected elevation and grouted in place. Slope restoration with topsoil, seed and mulch blanket were then installed. The extra cost for REPAIR TO BARRIER WALL AND SHOULDER (EXTRA #99) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 104

During construction of the parapet walls of the Alignment A bridge over the AOA Service Road, it was recognized that the anchor bolt assemblies called for on the plans would not work. The proposed anchor bolts were too long and interfered with the planned reinforcing steel for the wall and deck. A design and field review was completed, resulting in a modified anchor bolt assembly being specified. The extra cost for Modified Anchor Bolt Assembly (EXTRA #105) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 105

During construction, design modifications were made to the geometry of the ingress and egress points to the parking deck blue lot. Poor traffic patterns were observed during construction activities. It was determined that relocation and reconfiguration of the ingress and egress locations were required. The modifications resulted in safer and more efficient traffic flow. These modifications resulted in additional electrical work being necessary, including furnishing a feed for a gate arm and disconnection of parking lot lighting feeds. The extra cost for Parking Deck Electrical Changes (EXTRA #106) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 106

During the demolition of a portion of the American Air freight building, it was discovered that the plans did not adequately portray the existing electrical system and modifications necessary to keep the building operational. Field and design review of the existing system was performed, resulting in changes to the electrical system. This work involved moving a circuit breaker and the rerouting of several circuits. Additionally, the plans did not address the measures necessary to keep continuous power to the security system in the building. This work included the addition of a transfer switch, as specified by the designer. The extra cost for Additional Electrical Work at the Amer. Air Freight Building (EXTRA #107) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 107

During construction, it was determined that although the plans call for providing electrical power to the green lot entrance islands, no pay item existed for this work. The contractor was directed to proceed with the island electrical work, as detailed on plan sheet 92A. This work includes labor, equipment and materials to directional bore conduit, to supply and install PVC Conduit, wire, breaker and panel board, in conformance with current applicable standards. The extra cost for ELECTRICAL SUPPLY AT ENTRANCE ISLANDS TO GREEN LOT (EXTRA #108) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 109

This contract modification will adjust previously authorized quantities to the final as-constructed quantities.

The project plans illustrate various sewer related contract work. Pay items for this work were inadvertently omitted during the design phase. The extra costs for Sewer Cl. C76M IV 450mm Tr. "D" Mod. (EXTRA #18); Sewer Cl. C76M IV 600mm Tr. "A" Mod. (EXTRA #19); and Sewer Cl. C76M IV 600mm Tr. "D" Mod. (EXTRA #20) were negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The prices were considered reasonable when compared with similar work on Wayne County projects.

CM 110

This contract modification will adjust the previously authorized quantity for Remove Integral Curb 300mm wide EXTRA #9 to the final as-constructed quantity.

The plans and special provisions depict and identify the removal of integral curb and gutter. A pay item for this work was inadvertently omitted from the original bid items during the design phase. The extra cost for Remove Integral Curb 300mm wide EXTRA #9 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was deemed reasonable upon review of the invoice breakdown and similar work on Wayne County Projects.

CM 111

This contract modification will adjust the previously authorized quantity for Reinforcement, Steel, Epoxy Coated Extra #91 to the current as-constructed quantity.

During construction, it was recognized that while the typical sections and details show the correct reinforcement for the SAR bridge over the AOA Road, the steel charts do not adequately depict the amount of steel required for construction. The extra cost for Reinforcement, Steel, Epoxy Coated EXTRA #91 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 114

During construction operations, several changes were made to the project plans to build this project as intended. The majority of changes were due to utility conflicts, staging conflicts with proposed footings and various other issues unforeseen in the design phase. Several manholes had been specified as the wrong type for depth of cover or pipe number / size in the original design and had to be corrected to the proper type. The contractor was directed to install several new manhole types for these design changes and corrections. CM 109 addressed reducing the quantities of several of the original manhole items, but did not address adding items for the new manholes specified and placed. The extra costs for MANHOLE TYPE A, 1200MM COVER S (EXTRA #12); MANHOLE, TYPE A, 1200MM, COVER D (EXTRA #11); MANHOLE, TYPE "D", 1200MM, COVER "A" (EXTRA #21); and MANHOLE, TYPE C, 1200MM COVER "S" (EXTRA #22) were negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The prices were considered reasonable when compared with similar work on Wayne County projects.

CM 115

This contract modification will adjust the previously authorized quantity for LEVELING PAD, CONCRETE, EXTRA #23 to the current as-constructed quantity.

The plans depict and identify the placement of a concrete leveling pad for the MSE wall. A pay item for this work was inadvertently omitted from the original bid items during the design phase. The extra cost for LEVELING PAD, CONCRETE, EXTRA #23 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 117

It became apparent during construction of outbound Rogell Drive that the perimeter enclosure of the paid parking area of the blue lot had been compromised. A gap existed in the perimeter enclosure between the powerhouse and the blue deck, allowing vehicles to exit without paying. The contractor was directed to install permanent 1200 mm fencing to secure the lot. The extra cost for Fence, Chain Link, 1200 mm, Extra #58 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 118

During construction of the South Access Road, through airport owned property near the existing parking garage, unmarked underground airport owned utility conduits were broken during excavations on four separate instances. The conduits were primarily lighting circuits, with one being a conduit for future fiber optic/security related circuitry. The contractor was directed to make the appropriate repairs to maintain the integrity of the systems involved. Since the aforementioned conduits were not marked by the utility owner (Metro Airport) during the Miss Dig process, force account records were kept to track the cost of the repairs. The extra cost for UTILITY REPAIRS-EXTRA was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with field observations and time/material records necessary to complete this work, as there is not a comparable work item history.

CM 120

The contract calls for the placement of cast-in-place concrete retaining walls and footings, along Alignment A, west side, and Alignment B, east side. Plan sheets 217 and 220 provide quantities for this work and specify that it is to be paid for as 'S2 Concrete'. During construction, it was determined that pay items were not established in the contract for this work. The extra cost for CONCRETE GRADE S2, WALL (EXTRA #13) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on MDOT projects.

CM 123

Pursuant to the Special Provision for Price Adjustments for Temporary Traffic Control During Authorized Extension of Time (FUSP812(J)), it is recommended that the contract payment for 'Flag Control' be adjusted by \$24,780.00. This recommended increase is based on the additional 49 calendar days that the item was actually used during the authorized extension of time of 248 calendar days. The extra cost for ADJ-INCREASE TO FLAG CONTROL was a contract mandated cost, as calculated by the applicable special provision.

CM 124

This contract modification will adjust the previously authorized quantity for ORNAMENTAL FENCE FOR MSE WALL, EXTRA #94 to the current as-constructed quantity.

During the project punchlist review, it was determined that a fence was needed between Alignment B and Alignment C immediately south of the East Service Road. A fall hazard existed over a project wall. The project designers recommended a 1200 mm fence for safety and security reasons. The proposed fence is identical to other fences installed on the project; however, it requires an anchoring system different than what is included in the other ornamental fence items. The extra cost for ORNAMENTAL FENCE FOR MSE WALL, EXTRA #94 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The price was considered reasonable when compared with similar work on Wayne County projects.

CM 125

The special provision for Contractor Staking states in part, when final payment differs from the original bid amount by greater than 5 percent, an upward or downward adjustment will be made to the lump sum amount by the percentage which exceeds the +/- 5 percent. Since the final payment for this project exceeds the original bid amount by +19.1%, it is recommended that the contract payment for Contractor Staking be adjusted upward by 14.1% (19.1% - 5%), resulting in a \$22,560 (14.1% * \$160,000) increase. The extra cost for ADJ- INCREASE TO CONTRACT STAKING was a contract mandated cost as determined by the applicable special provision.

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

These Extras were recommended for approval by the State Transportation Commission at its May 26, 2005 meeting, and are now recommended for approval by the State Administrative Board on June 7, 2005.

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

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

Funding Source: 100% State Restricted Trunkline

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: 48174.

160. **Extra 2005 - 58**

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 - Does not meet criteria.
 Contractor: Walter Toebe Construction Co.
 P. O. Box 930129
 Wixom, MI 48393
 Designed By: MDOT
 Engineer's Estimate: \$13,858,709.31

Description of Project:

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

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	685,416.36	+ 4.29%
Total of Extras/Adjustments (Approved to Date):	1,095,577.12	+ 6.85%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>6,196.68</u>	<u>+ 0.04%</u>
Revised Total	<u>\$17,771,302.70</u>	+ 11.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.14% over the original budget for an **Authorized to Date Amount** of \$17,765,106.02.

Approval of this extra will place the authorized status of the contract 11.18% or \$1,787,190.16 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-27	15 r. 2	\$400,000.00	03/01/05
2005-56	19 r. 4, 21, 22	\$133,511.99	05/03/05

Contract Modification Number(s): 18

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

CM 18

Freeway Opening

\$6,196.68

Total

\$6,196.68

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

CM 18

The contract allowed the contractor to close I-94 on weekends until 5:00 a.m. on Monday. The contractor was charged lane rentals for each hour the closure was in place. Therefore, an earlier opening of the freeway meant additional compensation for the contractor. Lane rental charges are applied on heavily used corridors because traffic delays to the motoring public are costly.

On two occasions the contractor was directed to leave the I-94 closure in effect until 5:00 a.m. on Monday. On both of these occasions the contractor would have been able to open the freeway with his staff on midday Sunday to reduce lane rental charges. The additional closure time was utilized to accommodate an adjacent bridge rehabilitation project. The adjacent project's Special Provision for Maintaining Traffic described using this project's freeway closures for work on I-94. The closure allowed one contractor to coordinate and maintain the traffic control within their physical contractual boundary. This coordination allowed improved safety and reduced traffic control conflicts to the motoring public.

The prime contractor's staff had been working continuous work shifts to complete project work. When the prime contractor completed work on Sunday he sent his employees home for an appropriate rest period. On Monday morning when the closure was to be pulled, the prime contractor directed the traffic control subcontractor to remove the traffic control and open the freeway. This additional labor and equipment was necessary during the extended time to re-open I-94. The extra cost for Freeway Opening is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

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

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.17%; City of Detroit, 1.83%

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

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

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

Selection: Low bid

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

Zip Code: 48208, 48202, 48201

161. **Extra 2005 - 59**

Control Section/Job Number: 82052-45694A MDOT Project

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

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

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

Designed By: MDOT
Engineer's Estimate: \$8,235,571.63

Description of Project:

1.65 mi of cold milling and resurfacing, pavement repairs on US-24 from Van Born Road to Oxford Avenue, and 0.85 mi of total reconstruction of pavement on M-24 from Oxford Avenue to Fordson Avenue, and overhead signs upgrades from Eureka Road to M-102, polymer and deep overlays, concrete beam repair, abutment repair, and slope pavement repair on the northbound and southbound bridge over Ecorse Creek, in the cities of Dearborn and Dearborn Heights, Wayne County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 10, 2003	
Original Contract Amount:	\$8,538,261.80	
Total of Overruns/Changes (Approved to Date):	(1,107,018.16)	- 12.97%
Total of Extras/Adjustments (Approved to Date):	2,085,596.57	+ 24.43%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>125,816.79</u>	<u>+ 1.47%</u>
Revised Total	<u>\$9,642,657.00</u>	+ 12.93%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.46% over the original budget for an **Authorized to Date Amount** of \$9,516,840.21.

Approval of this extra will place the authorized status of the contract 12.93% or \$1,104,395.20 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-58	1 r. 4, 2 r. 2, 3 r. 1, 4 r. 2	\$1,159,495.64	10/05/03
2003-64	5 r. 4, 6 r. 6, 7 r. 7	\$591,996.80	11/04/03
2004-41	11 r. 1, 13 r. 5, 18 r. 1, 19 r. 4, 20 r. 4, 23 r. 2, 26 r. 4	\$501,796.85	07/06/04
2005-33	31 r. 1	\$17,898.65	04/05/05

Contract Modification Number(s): 8 r. 7, 12 r. 1, 15 r. 2, 33

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

CM 8

36" Watermain – West End Tie-in		\$55,000.00
Sign, Type B, Temp, Prismatic, Furn	5,267.000 Sft @ \$3.25/Sft	<u>17,117.75</u>
Total		<u>\$72,117.75</u>

CM 12

Joint, Contraction, Cp	108.800 Ft @ \$11.92/Ft	\$1,296.90
Joint, Expansion, E2	223.400 Ft @ \$16.54/Ft	<u>3,695.04</u>
Total		<u>\$4,991.94</u>

CM 15

Aggregate Subbase Modified	1,034.930 Syd @ \$12.96979/Syd	\$13,422.82
Subbase Underdrain Modified	3,240.300 Ft @ \$6.26/Ft	<u>20,284.28</u>
Total		<u>\$33,707.10</u>

CM 33

Access Driveway, Force Account Budget		<u>\$15,000.00</u>
Total		<u>\$15,000.00</u>

Grand Total

\$125,816.79

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

CM 8

A 36 inch water main was to be replaced per the project plans. The new water main was to be placed using open cut trench methods. It was determined that the existing water main was too shallow and that replacement must occur before construction operations began. The existing water main would most likely be damaged in the roadway replacement construction operations. Work operations were not allowed in the vicinity of the existing water main until the new water main was in service. It was determined that the proposed water main should be bored and jacked across the roadway. Upon completion of the proposed water main crossing, the new water main was to be tied into the existing water main. Partial exploratory trenching was performed to determine the location of the existing water main and to determine which water main fittings would be required for the connection.

During exploratory trenching on the west side of the roadway, it was determined that the existing water main was immediately adjacent to the newly placed water main. During exploratory trenching on the east side of the roadway, it was determined that placement could not be performed as planned because an existing 7 foot diameter sewer could be undermined. These discoveries led to the need for additional

fittings at each connection point. Complete exploratory trenching was not possible due to space limitations and the need to maintain traffic; therefore, the exact connection fittings could not be determined prior to construction.

This water main was a critical connection to a large service area and the contractor was only given one weekend to complete the work. As a result of the above conditions, the contractor was required to have various water main fittings on site so that connections could be made to any potential utility conflicts that might be encountered once excavation was complete. The extra cost for 36" Watermain – West End Tie-in includes necessary fittings, expedited freight costs, restocking costs to return unused fittings and an additional pressure release valve required for the work staging. The extra cost for 36" Watermain – West End Tie-in was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was considered reasonable when compared to force account record submittals from the contractor and material invoice costs.

Temporary traffic control was depicted in the project plans and described in the contract proposal. The pay item, Sign, Type B, Temp, Prismatic, Furn was inadvertently omitted from the original bid items during the design phase, but was necessary to complete project work. The extra cost for Sign, Type B, Temp, Prismatic, Furn was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 12

The extra work items Joint, Contraction, Cp and Joint, Expansion, E2 were established on previous contract modifications. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

The extra work items Joint, Contraction, Cp and Joint, Expansion, E2 are required for the proper placement of concrete pavement. These items were inadvertently omitted from the original bid items during the design phase, but were necessary to build the project per the plans and specifications. The extra cost for Joint, Contraction, Cp and Joint, Expansion, E2 were negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable after an analysis of the additional work effort required due to space limitations and a comparison with similar quantities in MDOT's Average Unit Price Index.

CM 15

The extra work items Aggregate Subbase Modified and Subbase Underdrain Modified were established on previous contract modifications. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

The proposed typical section was altered to enhance the structural capacity of the roadway. This work was completely offset by a previous reduction in the original work items of Open Graded Dr Cse, 4 inch; Subbase, CIP; and Underdrain, Pipe, Open Graded, 6 inch. The original quantities of the items listed previously were miscalculated during the design phase and during the previous contract modification calculations. Several areas were omitted from the original design calculations. The extra cost Aggregate Subbase Modified and Subbase Underdrain Modified was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was considered reasonable when compared with similar work on comparable projects in the Metro Region.

CM 33

During roadway construction, a driveway was constructed to provide access to the storage building under construction in the southeast quadrant of the US-24 and US-12 interchange. A chain fence and a locked gate protected the construction site, and the new driveway was aligned with the gate opening. After completion of the storage facility, it was discovered that the gate opening was a temporary access. The

permanent access to the storage building and a city of Dearborn alley was approximately 15 feet south of the newly placed driveway. After meetings with the city of Dearborn and the facility owner, it has been agreed upon to relocate the new driveway. The extra item Access Driveway, Force Account Budget will establish a budgeted item to compensate the contractor for completed work. The work will include removal and replacement of the existing driveway (including the removal and disposal of all excavated materials), construction of a new concrete driveway as staked in the field, a new drainage structure cover, traffic control, and all other costs associated with this new driveway. The final extra cost for Access Driveway, Force Account Budget will be based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its May 26, 2005 meeting, and is now recommended for approval by the State Administrative Board on June 7, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 79.6%; State Restricted Trunkline, 16.1%; City of Dearborn, 3.6%; City of Dearborn Heights, 0.7%
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: 48124.

162. **Extra 2005 - 60**

Control Section/Job Number:	38409-55999A	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:	Mills Excavating 2840 Shirley Drive Jackson, MI 49201	
Designed By:	Local Agency	
Engineer's Estimate:	\$518,146.10	

Description of Project:

0.33 mi of hot mix asphalt pavement, curb and gutter reconstruction, cold milling and resurfacing, with drive approach and sidewalk ramp upgrades on Ganson Street from 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:	\$419,209.99	
Total of Overruns/Changes (Approved to Date):	35,026.18	+ 8.36%
Total of Extras/Adjustments (Approved to Date):	169,209.43	+ 40.36%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>24,170.64</u>	<u>+ 5.77%</u>
Revised Total	<u>\$647,616.24</u>	+ 54.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 48.72% over the original budget for an **Authorized to Date Amount** of \$623,445.60.

Approval of this extra will place the authorized status of the contract 54.49% or \$228,406.25 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-68	4 r. 2	\$136,555.12	10/05/04

Contract Modification Number(s): 6

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

CM 6

Sidewalk, Conc, 4 inch, Modified	31.140 Sft @ \$3.85/Sft	\$119.89
Water Main, DI, Pressure Class 350, 12 inch, Tr Det G	42.220 Ft @ \$39.37/Ft	1,662.20
Non Haz Contam Mat'l Handling & Disp, LM	253.000 Cyd @ \$39.59/Cyd	10,016.27
Conc. Drive, Rem	119.250 Syd @ \$5.00/Syd	596.25
Curb, Storm Damage Repair	1.000 LS @ \$366.00/LS	366.00
Sanitary Sewer, Reroute	1.000 LS @ \$350.00/LS	350.00
Water Main, Reroute	1.000 LS @ \$786.25/LS	786.25
Sewer Serv, Repair	1.000 Ea @ \$350.00/Ea	350.00
Sewer Serv, Cover	1.000 Ea @ \$200.00/Ea	200.00
Dr Struct, Reconst	2.000 Ea @ \$350.00/Ea	700.00
Hydrant Extension	7.000 Ft @ \$498.00/Ft	3,486.00
Water Serv, 1 inch, Reconnect	1.000 Ea @ \$300.00/Ea	300.00
Water Serv, Repair	1.000 Ea @ \$200.00/Ea	200.00
Water Main, 8 inch, Cut & Cap	1.000 Ea @ \$375.00/Ea	375.00
Water Serv, 2 inch, Reconnect	1.000 Ea @ \$350.00/Ea	350.00
Dr Structure, Adj, Add Depth	1.900 Ft @ \$136.25/Ft	258.88
Driveway, Nonreinf Conc, 6 inch	33.580 Syd @ \$32.04/Syd	1,075.90
Pavt Mrkg, Ovly Cold Plastic, 12", X-Walk Zebra Striping	96.000 Ft @ \$5.50/Ft	528.00
Sewer Bulkhead, 12 inch	3.000 Ea @ \$150.00/Ea	450.00
Sewer Bulkhead, 15 inch	3.000 Ea @ \$200.00/Ea	600.00
Sewer Tap, 12 inch	4.000 Ea @ \$350.00/Ea	1,400.00
Total		<u>\$24,170.64</u>

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

The extra item Sidewalk, Conc, 4 inch, Modified was established on a previous contract modification. This increase adjusts the previously authorized quantity to the current as-constructed quantity. Additional water main work necessitated the replacement of sidewalk that was in conflict with the water main. This extra item is 100% funded by the city of Jackson. The extra cost for Sidewalk, Conc, 4 inch, Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable, as it was the same price bid for similar work on the project.

The extra item Water Main, DI, Pressure Class 350, 12 inch, Tr Det G was established on a previous contract modification. This increase adjusts the previously authorized quantity to the current as-constructed quantity. After project award, a water main within the boundaries of the project ruptured and needed to be replaced. It was decided to replace the water main within this contract rather than removing and replacing new pavement. Pavement removal and replacement contributes to reduced service life and disrupts traffic a second time. This extra item is 100% funded by the city of Jackson. The extra cost for Water Main, DI, Pressure Class 350, 12 inch, Tr Det G was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on city of Jackson projects.

The extra item Non Haz Contam Mat'l Handling & Disp, LM was established on a previous contract modification. This increase adjusts the previously authorized quantity to the current as-constructed quantity. During water main and sanitary sewer work, contaminated soils were discovered that were not anticipated during the design phase. These soils were required to be removed from the project site. This extra item is 100% funded by the city of Jackson. The extra cost for Non Haz Contam Mat'l Handling & Disp, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work and based upon review of a detailed cost breakdown provided by the contractor.

A school property adjacent to the project had a substantial amount of driveway curb cuts. Several of these curb cuts were removed to provide better access management and safety within the roadway corridor. The respective driveways in these curb cut areas were also removed. A new consolidated driveway approach was placed to the school in an area of curb removal. Additionally, several driveway areas were required to be removed and replaced for placement of sewer and water main service connections. A \$1,235.81 portion of this extra work is 100% funded by the city of Jackson. The extra cost for Conc. Drive, Rem and Driveway, Nonreinf Conc, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost for Conc. Drive Rem was deemed reasonable when compared with the bid costs for similar project work. The cost for Driveway, Nonreinf Conc, 6 inch was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work in the University Region.

Storm water runoff from an adjacent hospital parking lot undermined the existing curb. Curb undermining occurred as the contractor was fine grading the road base in preparation for gravel placement. The face of the curb was exposed by this operation. It was not possible to divert the large amount of runoff coming from the hospital parking lots and voids developed under the curb at the parking lot approaches during an unexpected rain. Curb support was re-established by filling the voids with sand and compacting with hand equipment. The extra cost for Curb, Storm Damage Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

While constructing the sanitary sewer, an existing storm manhole was encountered that was not shown on the plans and was in conflict with the sanitary sewer. The contractor was directed to stop construction operations until a decision could be made on how to proceed with the sanitary sewer work. This extra

will compensate the contractor for down time during the investigation. This extra item is 100% funded by the city of Jackson. The extra cost for Sanitary Sewer, Reroute is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

While constructing the water main, existing storm manholes and utilities were encountered that were not shown on the plans and were in conflict with the water main. The contractor was directed to stop construction operations until a decision could be made on how to proceed with the water main work. This extra will compensate the contractor for down time during the investigation. This extra item is 100% funded by the city of Jackson. The extra cost for Water Main, Reroute is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A hole in the existing sanitary sewer service was discovered while constructing the new sanitary sewer service connection. The hole was repaired to avoid improper discharge of sewer products to the surrounding soil. This extra item is 100% funded by the city of Jackson. The extra cost for Sewer Serv, Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on city of Jackson projects.

A new cover was necessary for an existing sanitary sewer cleanout. The cleanout was located in a driveway approach and was replaced with the driveway replacement. The existing PVC was judged to be inadequate for the industrial setting and was replaced with a cast iron cover. This extra item is 100% funded by the city of Jackson. The extra cost for Sewer Serv, Cover was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on city of Jackson projects.

Two existing drainage structures were found to be in worse condition than anticipated during the design phase. These structures were reconstructed to provide the proper conveyance of storm water runoff. The extra cost for Dr Struct, Reconst was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

Fire hydrant extensions were necessary to adjust the fire hydrants to the correct height. This work was not included in the original bid items, but was necessary to build the project to the current standards. This extra item is 100% funded by the city of Jackson. The extra cost for Hydrant Extension was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on city of Jackson projects.

Two water main services were reconnected to the new water main in lieu of providing a new water service. The plans called for replacement of these water services. The services were found to be of the correct material and in good condition. In the case of the 2 inch service, the existing service was larger than expected. A corresponding reduction in the contract quantity of new service construction was made on a previous contract modification. These extra items are 100% funded by the city of Jackson. The extra cost for Water Serv, 1 inch, Reconnect and Water Serv, 2 inch, Reconnect was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on city of Jackson projects.

During construction operations, it was discovered that an existing water main service was leaking. The service was repaired to provide proper water service and eliminate soil undermining. This extra item is 100% funded by the city of Jackson. The extra cost for Water Serv, Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on city of Jackson projects.

An existing water main was cut and capped to provide the proper water supply per the new water main construction. This extra is 100% funded by the city of Jackson. The extra cost for Water Main, 8 inch, Cut & Cap was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on city of Jackson projects.

An existing drainage structure was adjusted to the proper grade and elevation. The additional adjustment depth was necessary to correct the poor condition of an existing masonry drainage structure. The top of the structure was rebuilt to correct the deficient condition. This work was not included in the original bid items, but was required to build the project per the plans and specifications. The extra cost for Dr Structure, Adj, Add Depth was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

Additional pavement markings were placed to enhance the mid block crosswalk to a local hospital parking lot. These markings will provide increased visibility and safety for pedestrians. The extra cost for Pavt Mrkg, Ovly Cold Plastic, 12", X-Walk Zebra Striping was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work, and was also deemed reasonable as it was one half the cost of the 24 inch stop bar bid cost.

Several sewer connections were sealed as the service lines were removed from active service. This bulkheading of sewer connections will prevent potential infiltration of storm water and will allow the proper conveyance of sewer effluent. The extra cost for Sewer Bulkhead, 12 inch and Sewer Bulkhead, 15 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

Additional catch basins were placed during construction operations to allow for the proper drainage of the roadway. These basins had to be connected to the existing storm sewer; therefore, a sewer tap was necessary. The extra cost for Sewer Tap, 12 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

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

This Extra was recommended for approval by the State Transportation Commission at its May 26, 2005 meeting, and is now recommended for approval by the State Administrative Board on June 7, 2005.

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

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

Funding Source: FHWA, 50.36%; City of Jackson, 49.64% (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: 49201.

163. **Extra 2005 -61**

Control Section/Job Number: 75022-59477A 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: Zenith Tech, Inc.
P.O. Box 1028
Waukesha, WI 53187-1028

Designed By: MDOT
Engineer's Estimate: \$1,494,280.15

Description of Project:

Structure replacement, overlay, and approach work on M-94 over the Manistique River in the city of Manistique, Schoolcraft County.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 22, 2004	
Original Contract Amount:	\$1,092,855.37	
Total of Overruns/Changes (Approved to Date):	59,547.48	+ 5.45%
Total of Extras/Adjustments (Approved to Date):	404,412.50	+ 37.01%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>76,076.16</u>	<u>+ 6.96%</u>
Revised Total	<u>\$1,632,891.51</u>	+ 49.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 42.46% over the original budget for an **Authorized to Date Amount** of \$1,556,815.35.

Approval of this extra will place the authorized status of the contract 49.42% or \$540,036.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-89	4, 5 r. 2	\$279,870.82	12/07/04
2005-15	7 r. 1	\$59,869.64	02/01/05

Contract Modification Number(s): 9 r. 1

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

CM 9

Equipment Standby	1.000 LS @ \$19,664.00/LS	\$19,664.00
Expedited Schedule	1.000 LS @ \$56,412.16/LS	56,412.16
Total		<u>\$76,076.16</u>

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

The project involved delays due to differing site conditions. A void was discovered while constructing the bridge substructure. The project was delayed for approximately 45 days while the void was investigated and a revised design plan was provided. Two required pieces of equipment were on standby during the delay period. The extra cost for Equipment Standby is based on force account records per Section 109.07.E.3 of the 2003 Standard Specifications for Construction.

There were substantial concerns expressed by the local citizenry to complete the project. The financial impact to local businesses was being felt due to the project construction operations. The project closed down the main bridge in town and effectively cut the town in half. A detour route was established. The detour route required emergency vehicles to utilize different routing and could possibly lengthen response times. These reasons led the project office to request an expedited schedule from the contractor to open the bridge before winter. The extra cost is for additional labor and materials necessary to expedite the project. The extra cost for Expedited Schedule is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its May 26, 2005 meeting, and are now recommended for approval by the State Administrative Board on June 7, 2005.

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

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

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

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: 49854.

164. **Extra 2005 - 62**

Control Section/Job Number: 82071-58218A 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: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: Consultant
Engineer's Estimate: \$4,516,157.54

Description of Project:

1.35 mi of cold milling and concrete overlay on M-85 from St. Anne to west of Clark Street and east of Rosa Parks to St. Anne in the city of Detroit, Wayne County.

Administrative Board Approval Date:	October 1, 2002	
Contract Date:	December 20, 2002	
Original Contract Amount:	\$4,129,836.50	
Total of Overruns/Changes (Approved to Date):	297,227.23	+ 7.20%
Total of Extras/Adjustments (Approved to Date):	667,595.59	+ 16.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>220,605.61</u>	<u>+ 5.34%</u>
Revised Total	<u>\$5,315,264.93</u>	+ 28.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.37% over the original budget for an **Authorized to Date Amount** of \$5,094,659.32.

Approval of this extra will place the authorized status of the contract 28.71% or \$1,185,428.43 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-65	1 r. 3, 2 r. 2, 4 r. 2	\$332,245.45	11/04/03
2004-61	5, 6, 11 r. 6, 12, 14 r. 2, 16, 18 r. 2, 19 r. 1, 20 r. 2, 24 r. 4, 25 r. 4	\$182,632.18	09/07/04
2004-81	26 r. 1, 27 r. 2	\$192,028.48	12/07/04

Contract Modification Number(s): 23 r. 2, 28 r. 1

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

CM 23

Pavt Mrkg, Reg Dry, LTA	1.000 ea @ \$63.00/ea	\$63.00
Pavt Mrkg, Reg Dry, 600 mm, Stop Bar	80.600 m @ \$12.40/m	999.44
Pavt Mrkg, Reg Dry, 300 mm, X-Hatch, White	30.000 m @ \$6.20/m	186.00
Pavt Mrkg, Regular Dry, 100 mm, White	2,278.000 m @ \$0.74/m	1,685.72
Pavt Mrkg, Regular Dry, 100 mm, Yellow	9,155.000 m @ \$0.78/m	<u>7,140.90</u>
Total		<u>\$10,075.06</u>

CM 28

25 th Street Force Account		\$2,272.84
Concrete Patch on Fort Btwn 12 th & 20 th - Force Account		23,460.38
Water Main Break Delay – Force Account		1,106.05
Paving Delay – Force Account		23,445.80
MichCon Unmarked Gas Delay – Force Account		1,938.83
Unmarked Water Main Delay – Force Account		1,532.67
Winter Protection – Force Account		70,063.66
Case Sign – Force Account		1,925.73
Box Out Repairs – Force Account		<u>84,784.59</u>
Total		<u>\$210,530.55</u>

Grand Total

\$220,605.61

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

CM 23

The project was completed in late fall of 2004. Temperature restrictions in the contract did not allow the placement of the planned pavement markings of sprayable thermoplastic and overlay cold plastic. Regular dry pavement markings were placed, as they have lower thresholds for temperature placement. The regular dry markings were placed at critical locations. When temperatures allow, the remaining pavement markings will be placed. The extra cost for Pavt Mrkg, Reg Dry, LTA; Pavt Mrkg, Reg Dry, 600 mm, Stop Bar; Pavt Mrkg, Reg Dry, 300 mm, X-Hatch, White; Pavt Mrkg, Regular Dry, 100 mm, White; and Pavt Mrkg, Regular Dry, 100 mm, Yellow were negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar quantity work on regional projects. The extra cost for these items is partially offset by a reduction in the original pavement marking items.

CM 28

The extra work item 25th Street Force Account was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity. The substantial amount of truck turning movements from Fort Street onto 25th Street leading to the International Bridge was not taken into consideration during the design phase. To allow for a larger turning radius in both the northeast and northwest quadrants, additional reconstruction was required of the pavement, approaches, and drainage facilities. The larger radius also required the relocation of a Public Lighting Department light foundation, and a Detroit Water and Sewer Department fire hydrant. The extra item 25th Street Force Account is based on force account records per the 1996 Standard Specifications for Construction.

The existing underlying encased trolley tracks were wider than originally anticipated to the north by approximately 1 meter. This area, approximately 920 m long by 1 meter wide, would most likely develop into a cold joint that could lead to premature pavement distress due to non-uniform base conditions. The contractor was directed to fill the 1 meter gap with concrete that is tied to the existing sub-pavement. The extra cost for Concrete Patch on Fort Between 12th & 20th - Force Account is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

A critical operation of the contractor was delayed due to an existing broken water main encountered on the project. This was an existing utility condition not anticipated on the plans per Section 104.07.C of the 1996 Standard Specifications for Construction, which contributed to a differing site condition per Section 103.02.C of the 1996 Standard Specifications for Construction. The project trucking operation was suspended for 2 hours. The extra cost for Watermain Break Delay – Force Account is based on force account records per Sections 109.03 and 109.07 of the 1996 Standard Specifications for Construction.

The contractor was prevented from performing the scheduled paving operations in phase 2 of stage 1 during the work week. It was determined that the paving operations should be done on a weekend to minimize the potential for large traffic delays during this stage's paving, which would affect the single lane of inbound truck traffic at the Ambassador Bridge. The contractor was scheduled and prepared to pave during the week prior to the weekend. This delay to the paving operation conforms with Section 109.03 of the 1996 Standard Specifications for Construction. The contractor's delay of two week days and the additional weekend expenses over the normal work week were documented with force account records per Section 109.03 and 109.07 of the 1996 Standard Specifications for Construction.

An unmarked gas main was in conflict with the proposed milling and underground work area. The unmarked main delayed the controlling operation on two consecutive days for a total of four hours. The gas facilities were not marked or designated on the contract plans. Delay costs for labor and equipment were monitored and the extra item MichCon Unmarked Gas Delay – Force Account is based on force account records per Sections 109.03 and 109.07 of the 1996 Standard Specifications for Construction. The extra costs will be pursued with the local utility.

An unmarked water utility was in conflict with the proposed underground work. The unmarked water service delayed the controlling operation for 3 hours. The water service was not marked or designated on the contract plans. Delay costs for labor and equipment were monitored and the extra item Unmarked Watermain Delay – Force Account is based on force account records per Sections 109.03 and 109.07 of the 1996 Standard Specifications for Construction. The extra costs will be pursued with the local utility.

Project delays outside the control of the contractor occurred, which in turn pushed the project completion into the winter season. Delays were caused by the soil conditions and the need to re-evaluate the pavement section to provide the proper roadway structure and support. The contractor was required to open the project to traffic before the winter shutdown was allowed. The extra item Winter Protection – Force Account was established to reimburse the contractor for labor, material, and equipment to protect the grade and recently paved concrete areas from freezing conditions encountered at various times between November 24, 2003, and December 17, 2003. The contractor protected the concrete items, as addressed in Subsection 602.03.t of the 1996 Standard Specifications for Construction. The extra cost for Winter Protection – Force Account is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The pavement markings and traffic signs were in conflict with the natural turning movements at one project intersection. During a field inspection, it was determined that some of the natural turning movements already established should not be restricted. A correction to the signs was thus initiated to better incorporate those movements. The pavement markings placed as part of the project were removed

and replaced with the proper pavement markings according to the established turning movements. The corrections were completed after final project inspection as extra work. The extra cost for Case Sign – Force Account is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Concrete pavement repairs were required at all failing structure box outs. Structure box outs were utilized to isolate the structures in the pavement panels from the surrounding concrete to reduce random cracking in the panels themselves. Work included removing the cracked/settled pavement and the underlying materials below the cracked or settled pavement, inspecting and correcting any defects with the associated structure within the box out, reinstalling base materials and obtainment of appropriate density, placement of high early strength concrete pavement of specified depth with proper reinforcing, and reinstalling the appropriate isolation joint/bond breaker material including sealing the isolation joint with hot poured material. MDOT determined the failures were related to the original design, which did not consider the excessive amount of commercial traffic in the area and the inadequacy of the pavement support through the isolation joint. The original design was modified and concrete repairs were completed. The extra cost for Box Out Repairs – Force Account is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its May 26, 2005 meeting, and are now recommended for approval by the State Administrative Board on June 7, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 81.77%; State Restricted Trunkline, 16.03%; Detroit, 2.20%
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: 48216.

165. **Extra 2005 - 64**

Control Section/Job Number:	82022-45686A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project has 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 and this project exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	

Designed By: Consultant
 Engineer's Estimate: \$55,787,287.39

Description of Project:

4.20 mi of freeway reconstruction/realignment, interchange reconstruction, concrete pavement/shoulders, and bridge replacements on I-94, Pelham Road to Beech Daly Road, over US-24 and Pelham Road, under Ecorse Road and Norfolk Southern Railroad, and on US-24, Ecorse Road to Van Born Road, in the cities of Taylor, Dearborn Heights and Allen Park, Wayne County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$56,869,331.33	
Total of Overruns/Changes (Approved to Date):	(886,457.16)	- 1.56%
Total of Extras/Adjustments (Approved to Date):	7,736,023.76	+ 13.60%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>862,094.22</u>	<u>+ 1.52%</u>
Revised Total	<u>\$64,580,992.15</u>	+ 13.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.04% over the original budget for an **Authorized to Date Amount** of \$63,718,897.93.

Approval of this extra will place the authorized status of the contract 13.56% or \$7,711,660.82 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004 – 69	5 r. 13, 15 r. 5, 16 r. 15, 17 r. 2, 18, 19, 21	\$6,423,193.19	10/05/04
2005 – 18	23 r. 7, 24 r. 29	\$244,098.50	02/01/05
2005 – 39	28 r. 9, 29 r. 6, 31 r. 11, 32 r. 4, 33 r. 7	\$669,703.84	04/05/05

Contract Modification Number(s): 36

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

CM 36

HMA Quality Assurance Testing	10,741.800 Ton @ \$2.12/Ton	\$22,772.62
Pavt Joint and Crack Repr, Det 7	485.500 Ft @ \$6.68/Ft	3,243.14
F.A. Emergency HMA Overlay on EB I-94		15,000.00
Pump Station Equipment, Elec Mod		487,011.50
MITSC Conduit Relocation Due to Proposed Location of Cantilever		3,466.96
F.A. US-24 Pump Station Conflicts		50,000.00
S-13, S-14 Underbridge Lighting		75,000.00
S-13 & S-14 Shop Drawing Modifications		76,600.00
F.A. Struct. Rem. S-02 Ecorse Rd.		60,000.00
Pump Station Transformer		60,000.00
Temporary Supports for S02 (Ecorse Road Bridge)		9,000.00
Total		<u>\$862,094.22</u>

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

The extra work items HMA Quality Assurance Testing and Pavt Joint and Crack Repr, Det 7 were established on previous contract modifications. This increase will adjust the previously authorized quantities to the current as-constructed quantities.

HMA Quality Assurance Testing

The work item HMA Quality Assurance Testing is included as a pay item in the contract Special Provision for Furnishing and Placing Marshall HMA Mixture (with Sampling Behind the Paver). The work item was inadvertently omitted from the original bid items in the contract. Additional testing was required as additional asphalt material was necessary to build four crossovers over I-94 for maintaining traffic. The extra cost for HMA Quality Assurance Testing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Pavt Joint and Crack Repr, Det 7

The project requires maintaining US-24 traffic on the existing roadway until it can be final paved in 2005. During this time, additional asphalt repairs were necessary to safely maintain traffic. The previously established extra item, Pavt Joint and Crack Repr, Det 7, is being increased to account for these additional repairs. The extra cost for Pavt Joint and Crack Repr, Det 7 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

F.A. Emergency HMA Overlay on EB I-94

The extra work item F.A. Emergency HMA Overlay on EB I-94 is being established to provide a budgeted amount for the emergency repair of eastbound I-94. The maintaining traffic plans depicted the use of the existing shoulder for maintaining one of the lanes on eastbound I-94. The shoulder pavement began to deteriorate at a higher rate than was expected. The project office directed the contractor to place a 1½ inch asphalt overlay to bridge the deteriorated sections of pavement. The emergency HMA overlay required a finer asphalt mixture than the mix design proposed on the mainline. The finer mix filled the large voids between the overlay and the deteriorated section of concrete, which allowed for better bonding between the materials. The project office negotiated the additional cost of the finer asphalt materials with the contractor and compared it to the cost of the existing HMA approach pay item. The additional cost of materials was determined, as well as the labor and equipment costs necessary for the emergency repair work. Daily records were kept of the work and the final cost will be negotiated per Section 103.04 of the 2003 Standard Specifications for Construction

Pump Station Equipment, Elec Mod, F.A. US-24 Pump Station Conflicts, and Pump Station Transformer
It was decided to provide a secondary power source to the project pump station to provide backup power in the event that the primary power grid lost power. The original energy service provider gave notice to MDOT that they are unable to provide a backup power feed to the pump station. Therefore, the original transformer designed for this location is not compatible with the power requirements for the primary transformer, as required by the energy service provider. The design of both the secondary transformer and the primary transformer operated in conjunction with one another. When the specifications for the primary power source changed, the secondary transformer was not able to be installed because the pair of transformers could not operate independently. The contractor was required to obtain a new transformer that would meet the requirements of the power source.

The original transformer was a specialized transformer designed specifically for this project. The contractor ordered the original transformer, as required in the project proposal. The electrical supplier was notified of the transformer change after partial completion of the original transformer. Since the transformer was specialized for this project, parts were already obtained and fabrication had begun. The electrical supplier requested 100 percent compensation for the transformer. Furthermore, shelving the materials for future usage would not be justified as this was specifically designed for this location.

The project office then requested that the original transformer be built as designed, shipped, and stored at the project site. Lansing design staff will be notified of the transformer's capabilities for incorporation into a future MDOT project. The extra cost for Pump Station Transformer is 100 percent state funds and was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost is based on invoices from the material supplier.

The original work item Pump Station Equipment, Elec is being adjusted on this contract modification. The change in electrical transformers, as mentioned above, caused a change in other electrical requirements for project work. The pump station electrical work was to be compensated in the original lump sum payment item as mentioned above. Limitations in field computer software require that all lump sum work items be negatively adjusted instead of adjusted to a zero quantity. The negative adjustment on this contract modification will offset the original bid item and will not offset the newly established extra work item.

Modifications to the pump electrical system were necessary due to the transformer alteration. The extra work due to changes in the transformer costs \$22,066.50 over the original bid item. The additional cost relates to modifications to the transfer switches within the pump station and is the difference in value between the adjusted original work item, Pump Station Equipment, Elec Mod Negative Offset, and the newly established extra work item Pump Station Equipment, Elec Mod. This cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared with supplier invoices and a comparison to original bid items.

Additional work was required at the project pump station location. The extra work item F.A. US-24 Pump Station Conflicts establishes a budgeted amount for extra work required to build the pump station per the plans and specifications in a proper and safe working manner. The project pumps were installed per the project plan sheets. An alignment problem on the plans was discovered and the placement of the pumps caused several additional mechanical systems within the station to be modified. The structural elements of the pump station were constructed to a different alignment than the alignment of the pumps. The pump station wall openings did not align with the tie-in to the exterior sewer, therefore the discharge pipes and wall openings needed to be modified. The outlet holes were cored larger than those shown in the plans to account for the misalignment. A different hole location would have been required for the installation of the pumps; however, due to the amount of section loss in the walls of the station, different hole locations were not appropriate.

A subcontractor was brought to the site to core through the walls of the pump station so the discharge pipes could pass through the walls and align with the exterior sewer. Modifications to the discharge pipes were also necessary. A certified pipe welder was required to modify the discharge pipes so they would align with the cored openings in the walls of the pump station. This extra item will also serve to compensate the contractor for additional force accounts required to complete miscellaneous work items on the pump station. The miscellaneous modifications include changes to the HVAC system duct work. The extra cost for F.A. US-24 Pump Station Conflicts is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The project office is also negotiating with the contractor to utilize existing line items whenever applicable in force account operations. In the event that the line item quantity will not compensate the contractor for all of their work, the project office will use force account records to negotiate compensation for the additional operations, equipment, and labor needed to complete the extra work.

MITSC Conduit Relocation Due to Proposed

Location of Cantilever An existing MITSC conduit was in conflict with a proposed cantilever sign location and was relocated because the proposed cantilever sign location was determined to be optimal. The extra cost for MITSC Conduit Relocation Due to Proposed Location of Cantilever is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The project office is also negotiating with the contractor to utilize existing line items whenever applicable in force account operations. In the event that the line item quantity will not compensate the contractor for all of their work, the project office will use force account records to negotiate compensation for the additional operations, equipment, and labor needed to complete the extra work.

S-13, S-14 Underbridge Lighting

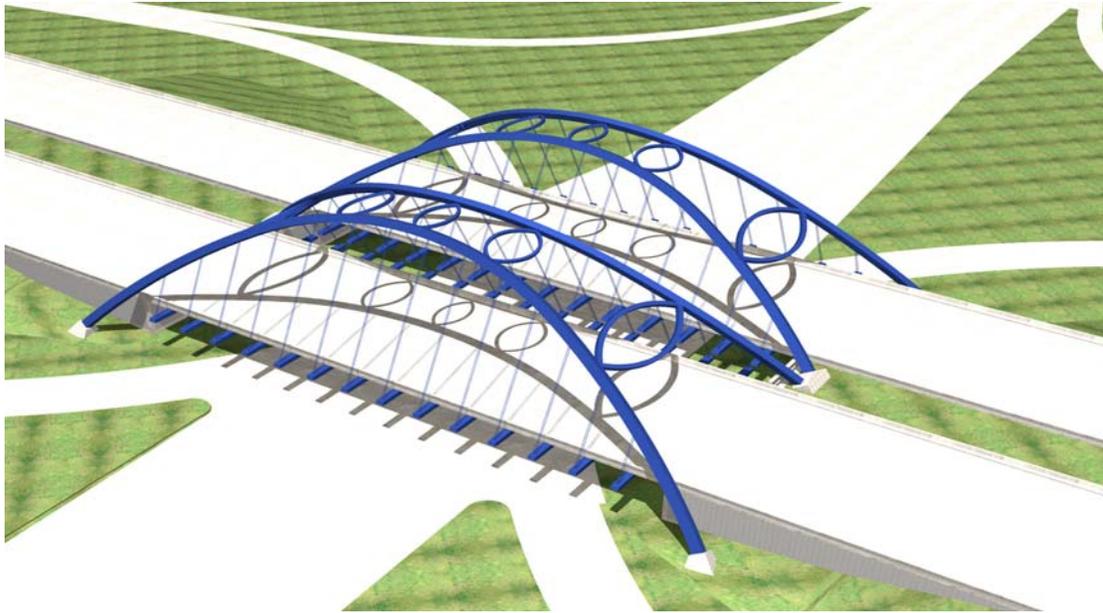
The Taylor TSC manager has directed the project office to add underbridge lighting for the S-13 and S-14 arch bridges. The overall width and length of the structures may obstruct some of the natural light that is available during the day. The underbridge lighting is being added to the structures to provide additional light and safety, which will work in conjunction with the pavement markings in helping to assist the motoring public with the necessary turning movements under the structures. The under bridge lighting is currently being reviewed and scoped. Design will begin when authorized by project development. The S-13, S-14 Underbridge Lighting item is being created to establish a budget to compensate the contractor for this extra work and the miscellaneous items that will be associated with the lighting system. The estimated cost for this lighting may be higher than the standard underbridge lighting costs due to the size and unique geometry of the arch bridges. A specialized lighting design and layout may be required to account for the eccentricities of these structures. The requested budget was decided upon after the project office conferred with MDOT's Maintenance Division and interpreted previous projects lighting systems and how those costs could be compared to the arch bridges.

The extra cost for S-13, S-14 Underbridge Lighting will be negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost will be compared to the price of similar items of work or will reference similar underbridge lighting projects within the State to determine reasonableness. The project office will utilize existing bid items when they are applicable to the new design.

S-13 & S-14 Shop Drawing Modifications

The extra work item S-13 & S-14 Shop Drawing Modifications is being created to establish a budget to compensate the contractor for material changes and additions to the S-13 and S-14 arch bridge structural steel members. The changes and additions to the bridge structural steel were made through the shop drawing approval process and approved by the project designers when reviewing the shop drawings.

The additional material changes noted through the shop drawing approval process have been documented by the steel fabricator and the bridge contractor, including the additional costs. The extra cost for S-13 & S-14 Shop Drawing Modifications was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs as submitted are reasonable when compared to changes to similar items of structural steel work and after reviewing the fabricator's and the contractor's material cost, fabrication, and correspondence with the designers in the approval process. The conceptual approval of the items listed below has been approved by the designers during the shop drawing approval process. The design changes include material modifications and changes to the original project design. The requested budgeted amount takes into consideration the markups per Section 109.07 of the 2003 Standard Specifications for Construction. This bridge is not typical in the State of Michigan; please see below for schematic detail.



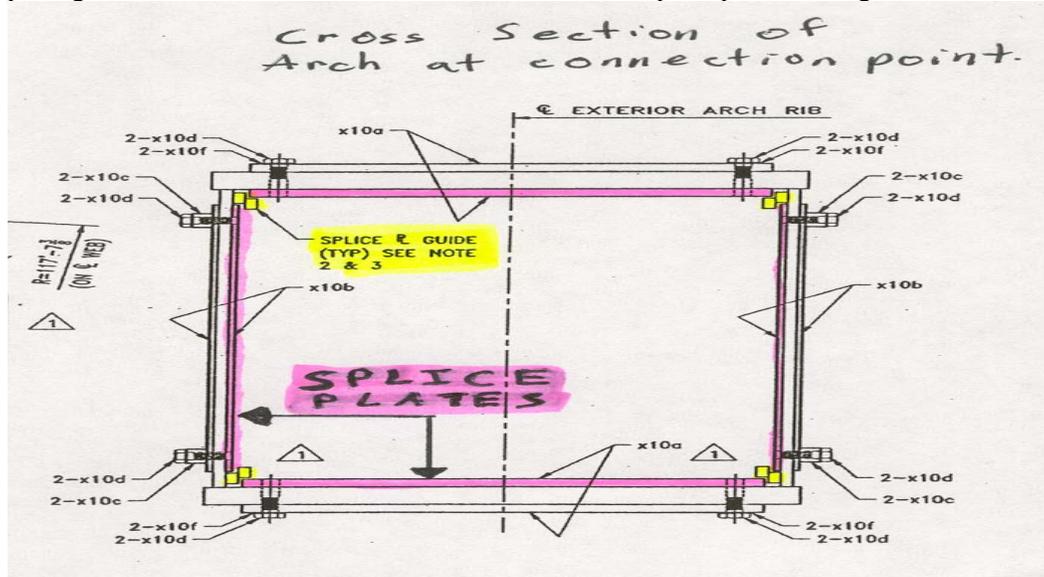
The two arch ribs that span over US-24 (Telegraph Rd) are supported in the middle by steel connections that are oval in shape; similar to a football. The ovals are structural steel members that provide lateral stability to the arch ribs. The arch rib sections are pressurized to reduce the possibility of corrosion developing along the interior portions of the arch. The arch brace connections between the ovals and the arch rib were modified to facilitate constructability issues regarding the ability to torque the connection bolts to the proper specification, while maintaining the pressurization in the arch. The steel fabricators and the designers developed a means to connect the nuts to the inside of the arch brace connections without having the contractor install the nuts in the field. The additional cost of the arch brace connection is approximately \$14,018.50. The modified connections fell within the pressurized portions of the arch rib. The modified connection did improve the workable aspects of making the connections in the field.

The nuts are installed in a steel support block that will prevent the nut from spinning during the torque down operations. The support blocks are then welded to webs of the arch, thereby preventing any leakage from the bolted connection when the system becomes pressurized.

The ribs of the arch are manufactured in three pieces, which will be connected at two intersecting points. The three arch rib connections have interior and exterior splice plates that bolt together through the arch rib section. The interior arch splice plates were modified to work in conjunction with a rail system, which will facilitate the installation of the splice plates during the erection of the structure. The locations of internal stiffeners within the arch rib were modified in terms of their position in the center arch rib with relation to the splice plates.

The lower section of the arch will have a cavity that will enable the splice plate to rest below the top of that section. The splice plates will have a hook mechanism welded to the plate, which will allow the plate to be moved into position. The internal splice plates will be moved into position by means of a pulley system that will be added inside the arch through the access doors. The pulley will attach to the hook system, at which point the splice plates will then be raised into position.

The shop drawings have been approved, and the modifications to the arch rib regarding the rail system and hook mechanisms to the splice plates have been completed. The additional cost of the interior arch splice plate modification is approximately \$21,522.25. The diagram below shows the rail system, splice plate guide, which serve as a stabilizer for the internal splice plates during the erection.



The photograph below shows the center span which will be attached to the adjoining sections and connected to the arch thrust blocks. The center section will be lowered into position and will remain suspended in mid air while the internal splice plates are moved into position. The positioning of the splice plates and their alignment are critical during this operation.



MDOT directed the contractor and fabricator to add a longitudinal stiffener to the interior web of the exterior arches. MDOT design engineers, after reviewing revised stress calculations, directed the project designers to increase the steel section at the base of the exterior arch so the allowable stresses at that location would be reduced. The stiffener was designed by the project designers, and the fabricators submitted additional shop drawings during the approval process. The project engineers directed the

manufacturer to add the stiffener through the shop drawing approval process. The project designers did not issue a plan revision regarding the section increase, but rather submitted a sketch to the manufacturer to prepare the shop drawings. Extra cost is being processed for the additional materials, additional shop drawing submittals and necessary documentation required for the additional stiffener. The additional cost for the arch rib stiffener is approximately \$6,785.00.

Access doors were constructed at critical locations in the structure where access to specific connection points would be made. The access doors require special installation methods to ensure that when the plate is set into position it can be aligned and bolted safely. The access doors during the shop drawing approval process were modified so an external handle could be attached. The handles will be given to MDOT to use in the future for the purposes of inspecting the critical hanger connections and the non-pressurized connection locations.

The design of the mechanical operations of the access doors were added during the shop drawing approval process. Additional protection between the door and the handle is required so the four coat painting system that has been placed on the steel will be protected during the positioning and bolting of the access doors. Extra cost is being processed for additional materials, fabricator design of the handles, and machining required to facilitate the change in 280 access doors and the 30 handles that will be constructed.

F.A. Struct. Rem. S-02 Ecorse Rd

The extra work item F.A. Struct. Rem. S-02 Ecorse Road is being established to create a budgeted item for extra work required on the Ecorse Road Bridge. Buried portions of the original bridge built before 1960 were encountered during the removal operations of the existing structure. Sections of bridge wingwalls and abutment walls were uncovered during excavation operations. These items were not shown on the removal sheets, but removal was necessary to complete the planned work. The unearthed items were in conflict with the temporary sheeting that was required to be installed during part-width construction operations. The conflicting materials were excavated and removed.

The original Ecorse Road pavement section was also encountered during the installation of the bridge sheet piling. Portions of the pavement section were in conflict with the bridge sheeting and pile driving operations, and were required to be removed. This extra item will also be used to compensate the contractor, under force account records, for additional miscellaneous items required to complete the construction of the Ecorse Road bridge.

The project office is anticipating similar debris problems when the other stage of construction commences. The extra cost for F.A. Struct. Rem. S-02 Ecorse Road is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The project office is also negotiating with the contractor to utilize existing line items whenever applicable in force account operations. In the event that the line item quantity will not compensate the contractor for all of their work, the project office will use force account records to negotiate compensation for the additional operations, equipment, and labor needed to complete the extra work.

Temporary Supports for S02 (Ecorse Road Bridge)

The project office allowed the contractor to begin Ecorse Road bridge construction work during the 2004-05 winter prior to the US-24 road construction starting in the summer of 2005. The bridge construction may potentially conflict with the road construction, which is why the contractor was permitted to begin work early to minimize construction conflicts. The staging plans depicted that the southern half of the bridge deck was to be removed in the first stage of construction. The contractor was permitted to deviate from the original construction staging and begin construction of the northern half of the bridge to minimize ramp closures for Ecorse Road and US-24 during the winter months.

Temporary supports were required for three existing bridge beams during the staging changes. The staging change required installation of temporary supports prior to structure removal. Additional care was required when removing the sections of the structure that were adjacent to the temporary supports. The extra cost for Temporary Supports for S02 (Ecorse Road Bridge) were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The price was considered reasonable when compared to similar items of work within the project, as temporary supports were included in other areas of the project. Those respective bid item costs were used for comparison of the extra cost for the temporary supports at the Ecorse Rd. Bridge.

The alternative dispute resolution process will be reviewed against this extra work, with regard to design issues, where the design plans do not accurately represent the items and actions required to build the project per the plans and specifications.

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 May 26, 2005 meeting, and is now recommended for approval by the State Administrative Board on June 7, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 90%; State Restricted Trunkline, 8.92%; City of Allen Park, 0.01%; City of Taylor, 1.07% (see above for specific pay item funding)
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48185, 48101.

166. **Extra 2005 - 65**

Control Section/Job Number:	23012-53225A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Michigan Paving & Materials Co. P.O. Box 787 Belleville, MI 48111	
Designed By:	Consultant	
Engineer's Estimate:	\$3,342,582.27	

Description of Project:

4.39 mi of hot mix asphalt cold milling and resurfacing, curb replacement, geometric improvements, drainage improvements, streetscape enhancements and drive approach consolidation on I-69 BL from I-69 to southbound I-69 and on M-79 from the Grand Trunk Railroad to M-50 in the city of Charlotte, in Carmel Township, Eaton County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	April 1, 2004	
Original Contract Amount:	\$3,162,762.04	
Total of Overruns/Changes (Approved to Date):	70,752.01	+ 2.24%
Total of Extras/Adjustments (Approved to Date):	224,000.08	+ 7.08%
Total of Negative Adjustments (Approved to Date):	-5,711.56	- 0.18%
THIS REQUEST	<u>36,548.10</u>	<u>+ 1.16%</u>
Revised Total	<u>\$3,488,350.67</u>	+ 10.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.14% over the original budget for an **Authorized to Date Amount** of 3,451,802.57.

Approval of this extra will place the authorized status of the contract 10.30% or \$325,588.63 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-36	5 r. 13	\$45,331.78	04/05/05

Contract Modification Number(s): 7 r. 2

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

CM 7

Bituminous Driveway Removal	8.000 Ea @ \$660.00/Ea	\$5,280.00
Concrete Paver Filter Fabric	286.000 Sft @ \$0.25/Sft	71.50
Water Gate Box Casting, 8"	32.000 Ea @ \$88.00/Ea	2,816.00
Cold Milling Conc Pavt	4,110.120 Syd @ \$5.00/Syd	20,550.60
Culv, Cl A, Conc, 24 inch	4.000 Ft @ \$82.50/Ft	330.00
Point Liner Installation	1.000 LS @ \$7,500.00/LS	7,500.00
Total		<u>\$36,548.10</u>

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

The following extra work items were established on previous contract modifications: Bituminous Driveway Removal; Concrete Paver Filter Fabric; Water Gate Box Casting, 8"; Cold Milling Conc Pavt; and Culv, Cl A, Conc, 24 inch. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

The extra item Bituminous Driveway Removal was necessary to complete the planned work due to the change in roadway grade. Bituminous driveways were required to be removed for proper grade transition

to the new roadway. A pay item for this work was not included in the original bid items, nor was it incidental to other contract work. The extra cost for Bituminous Driveway Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The extra item Concrete Paver Filter Fabric was necessary to complete the planned work. The fabric was utilized under the brick pavers as a geotextile separator. The fabric will add strength and inhibit loss of material. A pay item for this work was not included in the original bid items, nor was it incidental to other contract work. The extra cost for Concrete Paver Filter Fabric was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The extra item Water Gate Box Casting, 8" was necessary to complete the planned work. The item was shown on the plans, but was accidentally omitted from the original bid items during the design phase. The extra cost for Water Gate Box Casting, 8" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The extra item Cold Milling Conc Pavt was necessary to complete the planned work. The project called for milling the existing asphalt surface. In some areas the asphalt was severely thin and milling of the underlying concrete pavement was required to provide the proper roadway section per the project plans. A pay item for this work was not included in the original bid items, nor was it incidental to other contract work. The extra cost for Cold Milling Conc Pavt was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Two existing driveway culverts were removed and replaced with one combined culvert to provide the proper size for water conveyance. This work was omitted from the project plans, but was necessary when construction operations on the planned shoulder work commenced. The extra cost for Culv, Cl A, Conc, 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Sewer rehabilitation of several typical size sewers was included in the project plans and proposal. A non-typical sewer size was discovered during construction operations. An extra pay item was established to pay for the lining of this sewer run to build the project as planned. The extra cost for Point Liner Installation was negotiated per Section 103.04 of the 2003 standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid items.

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 May 26, 2005 meeting, and is now recommended for approval by the State Administrative Board on June 7, 2005.

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

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

Funding Source: FHWA, 81.28%; State Restricted Trunkline, 18.72%

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: 48813.

167. **Extra 2005 - 66**

Control Section/Job Number: 23081-53259A MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT
Engineer's Estimate: \$1,301,813.38

Description of Project:

Emergency heat straightening of west fascia beam, replace intermediate steel diaphragm connection plates on S06, deck overlay, joint replacement, pin and hanger replacement, railing replacement, painting, minor substructure repair, concrete patching repairs, and approach work on I-496, S03 and S04 at Canal Road, S05 at Creyts Road and S06 at Snow Road in Delta Township, Eaton County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 25, 2005	
Original Contract Amount:	\$1,195,150.93	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>76,583.26</u>	<u>+ 6.41%</u>
Revised Total	<u>\$1,271,734.19</u>	+ 6.41%

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 \$1,195,150.93.

Approval of this extra will place the authorized status of the contract 6.41% or \$76,583.26 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

CM 1

Steel Structure Cleaning, Type 4, Fascia Beam (S04 of 23081)	\$49,855.33
Steel Structure Cleaning, Type 4, Fascia Beam (S03 of 23081)	16,771.45
Steel Structure Coating, Type 4, Fascia Beam (S03 of 23081)	5,331.23
Steel Structure Coating, Type 4, Fascia Beam (S04 of 23081)	4,625.25
Total	<u>\$76,583.26</u>

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

The contractor was requested to completely clean and coat each fascia beam on two project bridges. These beams were scheduled for partial painting work after spot repairs were completed. It was determined that it would be very difficult to match the existing color of the fascia beam. It was decided to completely clean and coat the beams to provide a uniform surface. The extra cost for Steel Structure Cleaning, Type 4, Fascia Beam (S04 of 23081); Steel Structure Cleaning, Type 4, Fascia Beam (S03 of 23081); Steel Structure Coating, Type 4, Fascia Beam (S03 of 23081); and Steel Structure Coating, Type 4, Fascia Beam (S04 of 23081) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid items on region projects. The extra cost will be partially offset by a future \$54,164.00 reduction in the original partial cleaning and coating bid items.

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

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 90%; State Restricted Trunkline, 10%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid
New Project Identification: This is an existing project already under contract.
Zip Code: 48917

168. **Extra 2005 - 67**

Control Section/Job Number:	33014-45594-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	E.T. MacKenzie Company 4248 W. Saginaw Highway Grand Ledge, MI 48837	
Designed By:	Consultant	

Engineer's Estimate: \$9,207,076.81

Description of Project:

2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue and on Larch Street and Cedar Street from Michigan Avenue to I-496 and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	\$334,545.41	+ 3.77%
Total of Extras/Adjustments (Approved to Date):	1,191,430.20	+ 13.43%
Total of Negative Adjustments (Approved to Date):	- 7,999.30	- 0.09%
THIS REQUEST	<u>72,920.38</u>	<u>+ 0.82%</u>
Revised Total	<u>\$10,461,646.29</u>	+ 17.93%

Offset Information

Total Offsets This Request	(91,300.00)	- 1.03%
Net Revised Request	(\$18,379.62)	- 0.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.11% over the original budget for an **Authorized to Date Amount** of \$10,388,725.91.

Approval of this extra will place the authorized status of the contract 17.93% or \$1,590,896.69 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-39	1 r. 1	\$167,238.00	07/07/04
2004-62	8, 11, 12	\$203,076.00	09/09/04
2004-66	14, 17, 19	\$20,819.81	10/10/04
2004-67	13, 18, 20, 22	\$453,740.44	10/10/04
2004-73	21	\$3,874.25	11/02/04
2005-10	25, 28	\$187,135.04	02/01/05
2005-25	31 r. 2, 32 r. 1, 33 r. 1, 35	\$111,243.56	03/01/05
2005-50	39	\$9,225.60	05/03/05

Contract Modification Number(s): 40

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

CM 40

Sewer, C76-IV, 24", Trench Detail B Ottawa St.	215.000 Ft @ \$150.00/Ft	\$32,250.00
DIT/LSB Communications System Alteration		\$37,953.88
Pipe Restraint 6 inch	41.500 Ft @ \$4.00/Ft	166.00
Gate Valve, 4 inch and Box	1.000 Ea @ \$550.00/Ea	550.00
Curb and Gutter, Conc, Det F4 Modified	37.800 Ft @ \$22.50/Ft	850.50
Dr Structure, Tap, 18 inch	1.000 Ea @ \$475.00/Ea	475.00
Sewer Bulkhead, 78 inch	1.000 Ea @ \$675.00/Ea	675.00
Total		<u>\$72,920.38</u>

CM 40 Offset Information

Sewer, Spot Repair, C76-IV, 18 inch	-110.000 Ft @ \$470.00/Ft	(\$51,700.00)
Sewer, Spot Repair, C76-IV, 24 inch	-80.000 Ft @ \$495.00/Ft	(39,600.00)
Total		(\$91,300.00)

Total Offsets This Request		(\$91,300.00)
Net Revised Request		<u>(18,379.62)</u>

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

Problems that were unknown during the design phase have caused this project to go above State Administrative Board and State Transportation Commission thresholds. The two leading causes were Department of Information Technology and Legislative Services Bureau (DIT/LSB) issues, and termite problems in a local historical establishment adjacent to the project. Relocation, protection and establishment of safe routes of DIT/LSB facilities were required as part of this project. These facilities were not located during design to determine if any conflicts existed. The termite issue caused a change in work operations as construction vibrations were to be monitored and work operations limited in nature. These items account for \$644,466.66 of the total extras to date, which is 7.27% of the overall project cost.

All extra pay items on this contract modification were established on previous contract modifications. This contract modification will adjust the previously authorized quantities to the current as-constructed quantities.

Spot repairs to the existing sewer were shown in the project plans. Spot repairs were depicted in a 215 foot section of existing sewer. This section involved two different sized sewer runs and was continuous. It was decided to replace the entire section in lieu of spot repairs due to the existing condition and the cost of the work. The extra cost for Sewer, C76-IV, 24", Trench Detail B Ottawa St was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project work. The extra cost for Sewer, C76-IV, 24", Trench Detail B Ottawa St is completely offset by a reduction in the original bid items of Sewer, Spot Repair, C76-IV, 18 inch and Sewer, Spot Repair, C76-IV, 24 inch.

The contractor was directed to protect, relocate or alter the State of Michigan Department of Information Technology and the Legislative Service Bureau communication systems as necessary to protect these systems from damage caused by road construction during the Capitol Loop Reconstruction project. The contractor was directed to splice cables in the Mason Switch Room and to extend existing cables into Constitution Hall. The contractor was directed to install cable in the Hannah Building to the Chiller Building. The contractor was directed to extend two 4 inch rigid conduits from the State of Michigan's manhole east of Constitution Hall across Allegan Street to conduits entering the Treasury Building. The contractor was also directed to extend two 4" rigid conduits from the State of Michigan's manhole at the northwest corner of Capital Avenue and Allegan Street to conduit stubs out of the Farnum Building. The

extra cost for this increase in quantity is a negotiated cost per Section 103.04 of the 2003 Standard Specifications for Construction and is based on submitted invoices. The cost for work is deemed reasonable when compared to similar project work in conjunction with previous Department force account records.

Additional pipe restraints were necessary to complete planned work. A revised plan sheet containing a modified water main pipe restraint schedule was issued to meet the local agency current standards for water main construction. This extra work item is 100 percent funded by the city of Lansing. The extra cost for Pipe Restraint 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was considered reasonable when compared with similar work on local projects.

An additional gate valve to properly control the local water supply was required to complete planned work. The Lansing Board of Water and Light required additional water control valves at locations within the project limits. The extra item, Gate Valve, 4 inch and Box, is 100% funded by the City of Lansing and was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction and compares to similar work bid on the project. The cost was also deemed reasonable when compared with MDOT's Average Unit Price Index.

The project involved several areas of curb replacement. One area of curb replacement involved an existing basement vault. The extent of the vault was not known until construction operations began. The new curbing had to be placed adjacent to and on top of the existing vault to match the proposed roadway alignment in this area. The replacement of this curb required a modification to the standard detail, resulting in additional formwork, labor and material. The extra cost for Curb and Gutter, Conc, Det F4 Modified was partially offset by a previous reduction in the original non-modified work item. The extra cost for Curb and Gutter, Conc, Det F4 Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar work.

An additional sewer tap into an existing 18 inch storm sewer drainage structure was necessary to allow proper water routing per the project plans. A pay item to pay for this required work was omitted from the plans. The extra work item, Dr Structure, Tap, 18 inch was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction and compares to MDOT's Average Unit Price Index for similar work.

The extra work item Sewer Bulkhead, 78 inch was required in the project plans, but omitted from the project pay items and was not included in other project work. Therefore, the bulkhead was considered extra work per Section 103.04 of the 2003 Standard Specifications for Construction. The Sewer Bulkhead, 78 inch extra cost is 100% City of Lansing funds and was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work bid on the project.

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

This Extra was recommended for approval by the State Transportation Commission at its May 26, 2005 meeting, and is now recommended for approval by the State Administrative Board on June 7, 2005.

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

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

Funding Source: FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunklines, 10.10% (see above for specific pay item funding)

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

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

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

Selection: Low bid.

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

Zip Code: 48933, 48915.

169. **Extra 2005 - 68**

Control Section/Job Number: 82143-77901A MDOT Project

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

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

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

Designed By: Consultant
Engineer's Estimate: \$732,115.81

Description of Project:

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

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	December 17, 2004	
Original Contract Amount:	\$759,791.05	
Total of Overruns/Changes (Approved to Date):	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>96,250.75</u>	<u>+ 12.67%</u>
Revised Total	<u>\$856,041.80</u>	+ 12.67%

Offset Information

Total Offsets This Request	(\$82,350.00)	- 10.84%
Net Revised Request	\$13,900.75	+ 1.83%

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 \$759,791.05.

Approval of this extra will place the authorized status of the contract 12.67% or \$96,250.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2, 3, 4

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

CM 2

Temporary Supports		\$12,000.00
Strain Pole Fdn, Uncased	152.000 Ft @ \$250.00/Ft	<u>38,000.00</u>
Total		<u>\$50,000.00</u>

CM 2 Offset Information

Strain Pole Fdn, Cased	-250.000 Ft @ \$177.40/Ft	<u>(\$44,350.00)</u>
Total		<u>(\$44,350.00)</u>

Net Revised CM 2 Request \$5,650.00

CM 3

Strain Pole Foundation, Uncased	250.000 Ft @ \$152.00/Ft	<u>\$38,000.00</u>
Total		<u>\$38,000.00</u>

CM 3 Offset Information

Strain Pole Fdn, Uncased	-152.000 Ft @ \$250.00/Ft	<u>(\$38,000.00)</u>
Total		<u>(\$38,000.00)</u>

Net Revised CM 3 Request \$0.00

CM 4

Manhole and Conduit Clean out		\$3,450.00
Sidewalk, Conc, 4 inch	600.000 Sft @ \$5.00/Sft	3,000.00
Sidewalk, Conc, 6 inch	200.000 Sft @ \$6.00/Sft	1,200.00
Sidewalk, Rem	89.000 Syd @ \$6.75/Syd	<u>600.75</u>
Total		<u>\$8,250.75</u>

Total \$96,250.75

Total Offsets This Request (\$82,350.00)

Net Revised Request \$13,900.75

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

CM 2

The existing soil conditions were discovered to be more supportive than originally anticipated during the design phase. These conditions allow the use of uncased strain pole foundations in lieu of the as planned cased foundations. The extra cost for Strain Pole Fdn, Uncased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for Strain Pole Fdn, Uncased is completely offset by a reduction in the original bid item Strain Pole Fdn, Cased.

Several proposed strain pole foundations must be placed next to the existing mast arm foundations and standards, which will be in service during construction. This operation requires the support of the existing mast arm standards during excavation, concrete placement and curing of the proposed strain pole

foundation. The existing mast arms are to maintain traffic during the construction project. The extra cost for Temporary Supports was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with force account records of similar work in the region.

CM 3

This contract modification corrects an error on CM 2 shown above. The unit price and quantity values were transposed when creating the contract modification. This contract modification will correct the values to the proper numbers for a zero change to the contract. The extra cost for Strain Pole Foundation, Uncased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 4

The contract documents direct the contractor to utilize the existing conduit system for new wiring that will cross I-75 at the M-102 service roads. Two of the manholes and the connecting conduit in this system are full of sludge. The contractor was directed to remove all debris and clean these facilities prior to placement of new wire. This extra work was not included in other bid items, but was necessary to complete the planned work. The work includes the cleaning of the manholes, jetting of the conduits, proper disposal of the sludge, and all traffic control necessary to perform this work. The extra cost for Manhole and Conduit Cleanout was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and similar work in the region.

A majority of the strain pole and pedestal foundations on this project are required to be placed in sidewalk areas. Sidewalk removal and replacement work was not shown in the plans or specifications, nor was it incidental to other project work or bid items. Original bid items for the sidewalk removal and replacement work were accidentally omitted during the design phase, but were necessary to complete the planned work. The extra cost for Sidewalk, Conc, 4 inch; Sidewalk, Conc, 6 inch; and Sidewalk, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar quantities and MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its May 26, 2005, meeting, and are now recommended for approval by the State Administrative Board on June 7, 2005.

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

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

Funding Source: FHWA, 100%

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

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

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

Selection: Low bid.

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

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

OVERRUNS

170. **Overrun 2005 - 31**

Control Section/Job Number: 60402-72181A Local Agency Project

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

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

Contractor: Cordes Excavating, Inc.
704 East Progress Street
Hillman, MI 49746

Designed By: Consultant
Engineer's Estimate: \$306,773.20

Description of Project:

Replace existing culvert with a 42 foot, three-sided culvert and associated approach and channel work on McMurphy Road, Thunder Bay River crossing, from Mitchell Road to Keego Drive in Avery Township, Montmorency County.

Administrative Board Approval Date:	August 19, 2003	
Contract Date:	September 10, 2003	
Original Contract Amount:	\$240,556.05	
Total of Overruns/Changes (Approved to Date):	24,055.61	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	22,607.83	+ 9.40%
THIS REQUEST	<u>27,090.00</u>	+ <u>11.26%</u>
Revised Total	<u>\$314,309.49</u>	+ 30.66%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 19.40% over the original budget for an **Authorized to Date Amount** of \$287,219.49.

Approval of this overrun will place the authorized status of the contract 30.66% or \$73,753.44 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Steel Sheet Piling Permanent	602.000 Sft @ \$45.00/Sft	<u>\$27,090.00</u>
Total		<u>\$27,090.00</u>

Reason(s) for Overrun(s):

The original bid quantity of steel sheet piling was not sufficient to build the project per the plans and specifications. The amount in the original bid quantity was approximately one-half of the necessary quantity to build the project. The quantity was accidentally miscalculated during the design phase.

The work item described above is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its May 26, 2005 meeting, and is now recommended for approval by the State Administrative Board on June 7, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; Montmorency County, 20%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49709.

171. **Overrun 2005 - 32**

Control Section/Job Number:	64022-72831A	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Omans Contracting, Inc. 14621 Apple Avenue Ravenna, MI 49451	
Designed By:	MDOT	
Engineer's Estimate:	\$737,517.90	

Description of Project:

8.0 mi of cold milling and one course hot mix asphalt resurfacing on M-20 from east of Old US-31 (Oceana Drive) easterly to east of 144th Avenue in Ferry and Shelby Townships, Oceana County.

Administrative Board Approval Date:	October 21, 2003	
Contract Date:	November 13, 2003	
Original Contract Amount:	\$701,919.85	
Total of Overruns/Changes (Approved to Date):	70,191.99	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	10,004.45	+ 1.43%
THIS REQUEST	<u>78,753.04</u>	+ <u>11.22%</u>
Revised Total	<u>\$860,869.33</u>	+ 22.65%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.43% over the original budget for an **Authorized to Date Amount** of \$782,116.29.

Approval of this overrun will place the authorized status of the contract 22.65% or \$158,949.48 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:

Shoulder, CI II	6,300.000 Ton @ \$10.00/Ton	\$63,000.00
HMA Approach	149.890 Ton @ \$58.00/Ton	8,693.62
Turf Establishment – Seeding	415.260 Syd @ \$17.00/Syd	<u>7,059.42</u>
Total		<u>\$78,753.04</u>

Reason(s) for Overrun(s):

Additional shoulder material was necessary for three primary reasons. The existing shoulder material in several areas throughout the project was low and the existing pavement edge was exposed, the existing shoulder slopes prior to construction were inconsistent, making it difficult to accurately predict the required quantity of shoulder material, and the resurfacing of the roadway increased the final roadway grade. The combination of the inconsistent, low existing gravel shoulders and the increased roadway grade necessitated additional shoulder material placement.

Additional HMA Approach was necessary for two primary reasons. The estimated quantities for HMA Approach were based on the intersecting street locations indicated to be resurfaced on the project plans. During construction, several additional streets were noted to be in a similar, deteriorated fashion as those approaches specified for resurfacing. These additional approaches were repaired, and the quantity of HMA Approach increased accordingly. The second reason was that the calculations used to estimate the required quantity of HMA Approach were inadvertently based only on a portion of each approach and not the entire area. Each approach was constructed properly and additional quantities of HMA approach were necessary to build the project per the plans and specifications.

Turf Establishment-Seed was to be placed at each location where curb and gutter was removed and replaced per the project plans. Several additional curb and gutter areas were in poor condition and were removed and replaced during construction operations. The roadway was resurfaced and cross slope

modifications were required to be constructed to achieve proper drainage. Both of these surface requirements increased the final roadway grade, which in turn increased the final curb and gutter grade.

Additional embankment was required to provide the proper grade behind the curbing. This embankment material and restoration work was included in the original pay item, Turf Establishment-Seed. The increase in required restoration at each curb and gutter replacement area, and the actual increase in curb and gutter replacement areas resulted in additional quantities of Turf Establishment-Seed.

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

This Overrun was recommended for approval by the State Transportation Commission at its May 26, 2005, meeting, and is now recommended for approval by the State Administrative Board on June 7, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49421, 49446, 49455.

172. **Overrun 2005 - 33**

Control Section/Job Number:	33609-73797A	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:	Aggregate Industries-Central Region 8075 Creekside Drive, Suite 200 Kalamazoo, MI 49024	
Designed By:	Local Agency	
Engineer's Estimate:	\$338,468.90	
Description of Project:	Reconstruction, remove stop controlled intersection, construct yield controlled roundabout on Bennett Road at Hulett Road intersection, Ingham County.	

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 14, 2004	
Original Contract Amount:	\$307,897.95	
Total of Overruns/Changes (Approved to Date):	30,789.80	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	507.20	+ 0.16%
THIS REQUEST	<u>1,649.18</u>	+ <u>0.54%</u>
Revised Total	<u>\$340,844.13</u>	+ 10.70%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.16% over the original budget for an **Authorized to Date Amount** of \$339,194.95.

Approval of this overrun will place the authorized status of the contract 10.70% or \$32,946.18 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Aggregate Base	109.580 Ton @ \$15.05/Ton	<u>\$1,649.18</u>
Total		<u>\$1,649.18</u>

Reason(s) for Overrun(s):

The quantity for aggregate base was miscalculated during the design phase. Additional aggregate base quantities were necessary to build the project per the plans and specifications.

The work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on June 7, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 72.59%; Ingham County, 27.41%

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: 48864.

173. **Overrun 2005 - 34**

Control Section/Job Number: 64555-77914A 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: CJ's Excavating Septic Service, Inc.
9051 E. 48 1/2 Road
Cadillac, MI 49601

Designed By: Consultant
Engineer's Estimate: \$695,614.03

Description of Project:

1.25 mi of asphalt road reconstruction, including pavement removal, earthwork, subbase, aggregate base, hot mix asphalt paving, paved and aggregate shoulders, culverts, pavement markings and turf establishment on 192nd Avenue from north of Grant Road northerly to south of Yonker Road, Newfield Township, Oceana County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 13, 2004	
Original Contract Amount:	\$547,948.73	
Total of Overruns/Changes (Approved to Date):	54,794.87	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	8,226.76	+ 1.50%
THIS REQUEST	<u>4,695.96</u>	+ <u>0.86%</u>
Revised Total	<u>\$615,666.32</u>	+ 12.36%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.50% over the original budget for an **Authorized to Date Amount** of \$610,970.36.

Approval of this overrun will place the authorized status of the contract 12.36% or \$67,717.59 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Subgrade Undercutting, Type II	1173.990 Cyd @ \$4.00/Cyd	<u>\$4,695.96</u>
Total		<u>\$4,695.96</u>

Reason(s) for Overrun(s):

The amount of poor subgrade material that was present within the project limits was greater than anticipated during the design phase. Additional subgrade was required to be removed and replaced to properly support the roadway structure.

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

This Overrun 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, 59%; State Restricted Trunkline, 15%; Oceana County, 26%

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: 49421.

174. **Overrun 2005 - 35**

Control Section/Job Number:	81032-53712A	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Rauhorn Electric, Inc. 51997 Schoenherr Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$391,279.76	

Description of Project:

Traffic signal upgrading on US-12BR/M-17 at eight (8) locations from Hamilton Street easterly to Ecorse Road, in the city of Ypsilanti, Washtenaw County.

Administrative Board Approval Date:	August 20, 2002	
Contract Date:	September 19, 2002	
Original Contract Amount:	\$317,165.70	
Total of Overruns/Changes (Approved to Date):	31,716.57	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	62,342.63	+ 19.66%
THIS REQUEST	<u>7,980.00</u>	+ <u>2.52%</u>
Revised Total	<u>\$419,204.90</u>	+ 32.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 29.66% over the original budget for an **Authorized to Date Amount** of \$411,224.90.

Approval of this overrun will place the authorized status of the contract 32.18% or \$102,039.20 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Hh, Round	12.000 ea @ \$665.00/ea	<u>\$7,980.00</u>
Total		<u>\$7,980.00</u>

Reason(s) for Overrun(s):

The existing handholes were in worse condition than anticipated during the design phase. The existing plastic handholes were broken and not useable, as they were allowing infiltration of water and soil. The handholes were replaced with new concrete handholes to provide the proper access location and environment for signal conduit and wiring.

The work item Hh, Round 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: 48197, 48198.

175. **Overrun 2005 – 36**

Control Section/Job Number: 77091-59178A MDOT Project

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

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

Contractor: Ace Asphalt & Paving Co.
115 South Averill Avenue
Flint, MI 48506

Designed By: MDOT
Engineer's Estimate: \$249,444.93

Description of Project:

0.32 mi of construction for center left turn lanes on M-136 at State Road in Fort Gratiot Township, St. Clair County.

Administrative Board Approval Date:	October 21, 2003	
Contract Date:	February 03, 2004	
Original Contract Amount:	\$288,668.74	
Total of Overruns/Changes (Approved to Date):	28,866.87	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>35,500.80</u>	+ <u>12.30%</u>
Revised Total	<u>\$353,036.41</u>	+ 22.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$317,535.61.

Approval of this overrun will place the authorized status of the contract 22.30% or \$64,367.67 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Excavation, Earth	997.000 Cyd @ \$8.00/Cyd	\$7,976.00
HMA Approach	134.000 Ton @ \$72.25/Ton	9,681.50
Slope Restoration	782.000 Syd @ \$4.90/Syd	3,831.80
Subbase, CIP	649.000 Cyd @ \$13.50/Cyd	8,761.50
Underdrain, Subgrade, 6 inch	500.000 Ft @ \$10.50/Ft	5,250.00
Total		<u>\$35,500.80</u>

Reason(s) for Overrun(s):

After the project was let, school personnel on the adjacent property informed the TSC of a safety concern with left turn traffic at the intersection backing up past their driveway. This traffic then obstructs westbound M-136 thru traffic, and traffic entering and exiting the school property. After observing local traffic patterns, it was decided that increasing the storage of the left turn lane in front of the school would accommodate the long queues of traffic waiting to turn. Therefore, the proposed left turn lane along M-136 indicated in the project plans was extended approximately 150 feet for motorist safety and enhanced traffic flow. The left turn lane extension was completed within the original project limits. The extension will also accommodate bus traffic for the school in the southeast quadrant of the main intersection. The original bid items HMA Approach; Excavation, Earth; and Subbase, CIP were increased in quantity to build the extended left turn lane.

The original bid items Slope Restoration and Excavation, Earth were also underestimated during the design phase. Additional quantities were necessary to complete project work per the plans and specifications.

Several additional areas of wet soil were encountered during construction operations. These areas were not anticipated during the design phase. The additional wet areas required drainage facilities in order to properly drain water and support the roadway structure. The original bid item Underdrain, Subgrade, 6 inch was used to correct these field conditions.

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

This Overrun was recommended for approval by the State Transportation Commission at its May 26, 2005 meeting, and is now recommended for approval by the State Administrative Board on June 7, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

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

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48059.

176. **Overrun 2005 - 37**

Control Section/Job Number: 63041-58462A MDOT Project

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

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

Contractor: Metropolitan Power & Lighting, Inc.
N. 3085 Van Dyke - Ste. 200
Imlay City, MI 48444

Designed By: MDOT

Engineer's Estimate: \$152,159.21

Description of Project:

Traffic signal upgrading on M-59 (Huron) at Wayne Street, Saginaw Street, Perry Street and Paddock Street in the city of Pontiac, Oakland County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$114,439.00	
Total of Overruns/Changes (Approved to Date):	11,443.90	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	30,959.10	+ 27.05%
THIS REQUEST	<u>25,000.00</u>	+ <u>21.85%</u>
Revised Total	<u>\$181,842.00</u>	+ 58.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 37.05% over the original budget for an **Authorized to Date Amount** of \$156,842.00.

Approval of this overrun will place the authorized status of the contract 58.90% or \$67,403.00 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:

Conduit, Jacked Bored	46.800 m @ \$150.00/m	\$7,020.00
Strain Pole, Steel, Anchor Base, 12190 mm	2.000 ea @ \$2,600.00/ea	5,200.00
Strain Pole Fdn, Uncased	9.000 m @ \$400.00/m	3,600.00
Auto Scope Camera (Salvaged)	4.000 ea @ \$450.00/ea	1,800.00
Hh, Round	2.000 ea @ \$800.00/ea	1,600.00
TS, Two Way Span Wire Mtd	1.000 ea @ \$1,200.00/ea	1,200.00
Pushbutton and Sign	6.000 ea @ \$300.00/ea	1,800.00
Conduit, DB, 1, 75 mm	13.80 m @ \$100.00/m	1,380.00
Pushbutton, Rem	14.000 ea @ \$100.00/ea	<u>1,400.00</u>
Total		<u>\$25,000.00</u>

Reason(s) for Overrun(s):

A supplemental signal site was added to the contract after project award. This additional site is within the original project limits. The signal work was removed from another MDOT signal project and added to this project. The signal work at this new location was the only signal work within the city of Pontiac on the other MDOT signal project. This work was better coordinated with this project as all the work was within the city of Pontiac. Furthermore, the city has decorative street lights that had to be addressed and the work was better coordinated thru one contractor.

The change in projects allowed the enhanced, proper and safe coordination of utility work. The existing electrical feeds and drops are primarily underground in downtown Pontiac; therefore, this work was better and more safely coordinated with one contractor.

The current system in service was inherited from a previous utility decades ago, and there are virtually no records or circuit knowledge available from the previous system. It was imperative that the local knowledge of the system be determined through an on site investigation, completed safely by one contractor rather than multiple parties.

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

This Overrun was recommended for approval by the State Transportation Commission at its May 26, 2005 meeting, and is now recommended for approval by the State Administrative Board on June 7, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 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: 48342.

177. **Overrun 2005 - 38**

Control Section/Job Number: 25132-55585A MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT

Engineer's Estimate: \$2,396,992.94

Description of Project:

Shallow overlay, railing replacement, painting, pin and hanger, abutment repair and approach work on I-475 at R01 over CSX Railroad and North Service Road, S08 over M-54 BR (Saginaw Street), S12 at 8th Street service ramp and I-69 at S11 9th Street service drive at ramp A in the city of Flint, Genesee County.

Administrative Board Approval Date:	February 4, 2003	
Contract Date:	March 10, 2003	
Original Contract Amount:	\$2,096,366.67	
Total of Overruns/Changes (Approved to Date):	209,636.67	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	42,719.15	+ 2.04%
THIS REQUEST	<u>13,973.00</u>	+ <u>0.67%</u>
Revised Total	<u>\$2,362,695.49</u>	+ 12.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.04% over the original budget for an **Authorized to Date Amount** of \$2,348,722.49.

Approval of this overrun will place the authorized status of the contract 12.71% or \$266,328.82 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Conc, Bridge Deck Ovly	23.910 Cyd @ \$300.00/Cyd	\$7,173.00
Conc, Grade D	4.000 Cyd @ \$1,700.00/Cyd	<u>6,800.00</u>
Total		<u>\$13,973.00</u>

Reason(s) for Overrun(s):

The project involved the rehabilitation of four bridges. Each bridge overlay was planned as a shallow overlay of 1.5 inches of concrete with a 0.5 inch rise in the deck. Once the unsound concrete was removed, a much thicker deck was needed to raise the deck elevation by the required 0.5 inch. The project designer calculated concrete based on a 2 inch total overlay. This led to an overrun in the original bid item Conc, Bridge Deck Ovly.

The typical plan sections depicted the removal of an area 3 feet wide and required replacement with approximately 1 foot of concrete thickness. In order to reach sound concrete the construction and expansion joint removal width was increased to 4 feet. In addition, the concrete diaphragm was greater than 1 foot below the bridge deck. In some cases, the required concrete depth was 17 inches. These factors lead to an overrun in the original bid item Conc, Grade D.

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

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline Funds, 18.48%; Flint, 1.52%

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48503.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: June 7, 2005 – 1921 Department of Conservation Room,
7th Floor, Mason Building, 10:45 AM
State Administrative Board Meeting: June 7, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

BID LETTING
LOCAL PROJECT

1.	LETTING OF JUNE 03, 2005	ENG. EST.	LOW BID
	PROPOSAL 0506284	\$ 2,737,804.75	\$ 2,725,119.52
	PROJECT CM 33403-54015, ETC		
	LOCAL AGRMT. 05-5156		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 04, 2005		-0.46 %

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.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
Six-S, Inc.	\$ 2,725,119.52	Same 1 **
Kamminga & Roodvoets, Inc.	\$ 2,763,728.99	Same 2
Nashville Construction Company	\$ 2,892,043.39	Same 3
Angelo Iafrate Construction Company	\$ 2,965,310.94	Same 4
C & D Hughes, Inc.	\$ 2,973,699.14	Same 5
L & L Construction Co., Inc.		
Cadwell Brothers Construction		
Aggregate Industries-Central Region		
E.T. MacKenzie Company		
Milbocker and Sons, Inc.		
Florence Cement Company		
Davis Construction, Inc.		
Tony Angelo Cement Construction Company		
Kelcris Corporation		

5 Bidders

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

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

Source of Funds:

54015A		
Ingham County	20.00	%
Federal Highway Administration Funds	80.00	%
55954A		
Ingham County	18.15	%
Federal Highway Administration Funds	81.85	%
82628A		
Ingham County	30.00	%
Federal Highway Administration Funds	70.00	%

Selection: Low bid.

Zip Code: 48864.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director