

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee May 31, 2006
State Administrative Board June 6, 2006

SUBMERGED LANDS

1. Proposed filled bottomlands deed (2.44 acres) and a proposed private use agreement (3.11 acres) of Lake Michigan public trust bottomlands in the City of Escanaba, Delta County.

Applicant: Basic Marine, Inc. (DEQ File LM 181)

Consideration: Deed: \$4,500 Private Use Agreement: \$4,100 annual fee

2. Proposed marina lease to 5.63 acres of Lake Michigan public trust bottomlands in the Village of Suttons Bay, Leelanau County.

Applicant: Suttons Pointe Development LLC (DEQ File LM 244)

Consideration: \$8,000 annual fee

J. Wilfred Cwikel, Acting Chief
Land and Water Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 31, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: June 6, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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

SUBCONTRACTS

1.	Reith-Riley Construction Co. Inc. P.O. Box 49 Prudenville, MI 48651	Engineer’s Estimate: Low Bid: Over/Under:	\$56,000 \$52,700 - 5.9%
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Description of Work: Installation of Curb and Gutters

Approval is requested to authorize the Gladwin County Road Commission to award a subcontract for the installation of curb and gutters on M-30 in Gladwin County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the road condition by installing curb and gutters in Gladwin County.
Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface for the public.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
Risk Assessment: The curb and gutters are in need of installation to make the road smoother and safer for motorists. Will help prevent further deterioration of the pavement surface and prevent washouts on the shoulders of the intersections.
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: 48651.

2.	West Michigan Cable Contractors, Inc. 351 West 136 th Street Grant, MI 49327	Engineer's Estimate: Low Bid: Over/Under:	\$42,000 \$41,671 - .8%
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Description of Work: Culvert Liner Installation

Approval is requested to authorize the Gladwin County Road Commission to award a subcontract for the installation of culvert liners on M-30 in Gladwin 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, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the repair of culverts with flexible liners to extend their service lives. The liners will be placed in the culverts on various locations along M-30 in Gladwin County.

Benefit: Installing liners in culverts that have rusted and need to be repaired will provide for safer highways.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The culverts are in need of new liners to extend their service lives. If the culverts are not repaired, the bottoms will rust and wash out during times of high water flow. The loss of material below the culverts could cause a void under the road, which could cause 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: 49327.

3.	West Michigan Cable Contractors, Inc. 351 West 136 th Street Grant, MI 49327	Engineer's Estimate: Low Bid: Over/Under:	\$43,000 \$42,382 - 1.4%
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Description of Work: Culvert Liner Installation

Approval is requested to authorize the Clare County Road Commission to award a subcontract for the installation of culvert liners on M-61 in 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, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the repair of culverts with flexible liners to extend their service lives. The liners will be placed in the culverts on various locations along M-61 in Clare County.

Benefit: Installing liners in culverts that have rusted and need to be repaired will provide for safer highways.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The culverts are in need of new liners to extend their service lives. If the culverts are not repaired, the bottoms will rust and wash out during times of high water flow. The loss of material below the culverts could cause a void under the road, which could cause 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: 49327.

* Denotes a non-standard contract/amendment

4.	Pyramid Paving Company	Engineers Estimate:	\$ 128,700.00
	1415 Center Road	Low Bid:	\$ 121,045.60
	Essexville, MI 48732	Over/Under:	-5.9%

Description of Work: Trenching and Hot Mix Asphalt Paving

Approval is requested to authorize the Huron County Road Commission to award a subcontract for trenching and asphalt paving for the installation of a center turn lane at M-25 in front of the Unionville-Sebewaing Area Schools. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the safety of the road by installing a center turn lane in Huron County.

Benefit: Will provide for a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48732.

5.	C&D Hughes Contracting	Engineers Estimate:	\$ 36,975
	3097 Lansing Road	Low Bid:	\$ 29,700
	Charlotte, MI 48813	Over/Under:	-19.68%

Description of Work: Joint Repairs

Approval is requested to authorize the Huron County Road Commission to award a subcontract for joint repairs on M-53 in Huron County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

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

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48813.

* Denotes a non-standard contract/amendment

6.	Pyramid Paving Company 1415 Center Rd. Essexville, MI 48732	Engineers Estimate: Low Bid: Over/Under:	\$ 330,786.00 \$ 320,146.05 -3.2%
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Description of Work: Hot Mix Asphalt Paving

Approval is requested to authorize the Huron County Road Commission to award a subcontract for asphalt paving for 3.7 miles on M-25 from the Tuscola County line to the south village limit of Sebewaing (Meyers Road) in Huron County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To make the road smoother and safer.
Benefit: Will provide for a smoother and safer driving surface.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
Risk Assessment: The roadway is in need of repair to make the road a safer driving surface.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 48732.

7.	Saginaw Asphalt Paving Company 2981 Carrollton Road Saginaw, MI 48604	Engineers Estimate: Low Bid: Over/Under:	\$ 137,071.00 \$ 129,568.37 -5.5%
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Description of Work: Cold Milling and Hot Mix Asphalt Paving

Approval is requested to authorize the Huron County Road Commission to award a subcontract for milling and asphalt paving from the north village limits to the south village limits on M-19 in the village of Ubly. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the road condition to make the road smoother and safer.
Benefit: Will provide for a smoother and safer driving surface.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
Risk Assessment: The roadway is in need of repair to make the road a safer driving surface.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 48604.

* Denotes a non-standard contract/amendment

CONTRACTS

8. HIGHWAYS (Real Estate) – Resolution “A” (Excess Property Exchange – Relinquishment of Easement)

Tract 972, Control Section 41051, Parcel 11, Part A

The subject tract is located in the city of Grand Rapids, Kent County, Michigan, and contains approximately 6,657 square feet. Tract easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment of easement was requested by Retail Development Group, the current underlying fee owner, to increase its development potential. During discussions with the property owner, it was determined that in exchange for MDOT relinquishing its easement, MDOT would like to acquire additional right-of-way that would expand the clear vision corner in the area. Retail Development Group agreed to deed MDOT the additional right-of-way in exchange for MDOT relinquishing its easement. The relinquishment processing fee of \$500 has been waived because the value of the property being acquired exceeds the processing fee. The transaction was approved for exchange by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on April 28, 2006. The tract was not offered to the local municipalities because MDOT does not own the underlying fee and it is part of an exchange. The tract was determined to be excess by the Bureau of Highways - Development.

Mutual Exchange

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49501.

9. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)

Tract 955, Control Section 28051, Parcel 26, Part A

The subject tract is located in the township of Blair, Grand Traverse County, Michigan, and contains approximately 0.18 acres. Tract easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Walgreens, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on April 28, 2006. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

\$500

* Denotes a non-standard contract/amendment

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49610.

10. HIGHWAYS (Real Estate) – Resolution “C” (Easement – Wetland Mitigation Site)
Tract 1015, Control Section 81104, Job Number 55789B, Parcel 88RA, Part B, Parcel 96RA, Part A

The subject tract is located in the township of Lima, Washtenaw County, Michigan, and contains approximately 1.70 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation site agreement on the subject property. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged by conveying this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$0

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

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

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

Commitment Level: N/A.

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

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48118.

11. HIGHWAYS (Real Estate) – Resolution “D” (Sale to Abutting Owner)
Tract 819, Control Section 63102, Parcel 2432, Part A, Parcel 2434, Part A

The subject tract is located in the city of Oak Park, Oakland County, Michigan, and contains approximately 1,870 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Glenn McKennon, Property Analyst, Metro Region, on March 28, 2006, at \$1,500. The appraised tract was approved for sale by Paul Sander, Appraisal Manager, Metro Region, on March 29, 2006, for the amount of \$1,500. The sole abutting owners, Mr. and Mrs. John Cotman, have submitted an application to purchase and agreement of sale and a check in the amount of \$300, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$1,500

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, 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: 48237.

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

Contract (2006-0382) between MDOT and the City of Lansing is a state infrastructure bank (SIB) loan to assist the City of Lansing in financing transportation infrastructure improvements through the US-127 Sound Wall Project. The loan will allow the City of Lansing to install a sound wall approximately one mile long to mitigate noise for eighty properties. MDOT will loan \$500,000 at 3 percent interest to the City of Lansing. The contract will be in effect from the date of award through December 31, 2011. Source of Funds: SIB Loan Funds - \$500,000.

Purpose/Business Case: This contract will provide an SIB loan to the City of Lansing for the installation of a sound wall approximately one mile long to mitigate noise for eighty properties.

Benefit: High decibels of noise will be reduced to acceptable levels.

Funding Source: SIB Loan Funds - \$500,000.

Commitment Level: The contract is for a fixed amount.

Risk Assessment: If the City of Lansing does not receive the loan, matching funds to complete the project may be lost and the level of noise from the freeway will not effectively be reduced.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48933.

* Denotes a non-standard contract/amendment

13. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0804) between MDOT and Tuscola & Saginaw Bay Railway Company, Inc. (T&SBY), dated July 5, 1994, will provide for improvements under job number 84984 to a crossing of the T&SBY railroad tracks in the city of Owosso, Shiawassee County. The improvements include the reconstruction of the crossing surface and the re-cabing of the existing railroad warning devices on M-71.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 152,000</u>
Total Funds	<u>\$ 152,000</u>

STR 76041 - 84984
Railroad Force Account Work

Purpose/Business Case: To provide for the reconstruction of the railroad crossing and thereby place the crossing and approaches at the same elevation and to prevent further loss of track gauge measurement.

Benefit: Increased safety by reducing potential loss of control of vehicles crossing over the tracks due to the rough surface and greatly reducing the risk of train derailment by providing correct track gauge measurement.

Funding Source: Federal Highway Administrative Funds.

Commitment Level: 100% federal; based on estimate.

Risk Assessment: Vehicles will continue to experience a rough crossing, and T&SBY could potentially lose its track gauge measurement, which could result in a train derailment.

Cost Reduction: Improvements are on railroad property, and T&SBY is doing the work. The estimate was reviewed to make sure that the costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing railroad crossing surface.

Zip Code: 48867.

14. HIGHWAYS - IDS University Research Services

Authorization Revision (Z2/R2) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by seven months to provide sufficient time for the university to complete additional research services and will increase the authorization amount by \$34,150. The additional services will determine allowable dowel bar pull-out resistance before pavement damage occurs. The original authorization provides for the laboratory evaluation of alignment tolerances for dowel bars and their effect on joint opening behavior. The revised authorization term will be January 1, 2004, through January 31, 2007. The revised authorization amount will be \$231,198. The contract term is September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To determine allowable dowel bar pull-out resistance before pavement damage occurs. These are additional research services beyond the original scope of the project.

Benefit: The existing pull-out specification for dowel bars in concrete pavements is based on research conducted in the 1960's on concrete pavements of that era. The proposed scope change will help determine whether or not that specification is appropriate for current concrete pavements.

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.

* Denotes a non-standard contract/amendment

Risk Assessment: Currently, dowel bars made of materials other than epoxy coated steel cannot meet our pull-out specification and they may stick together, resulting in numerous delays in the paving operation. These delays typically result in a finished riding surface that is rougher than when the paving operation progresses continuously.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48824.

15. HIGHWAYS - IDS University Research Services

Authorization (Z22) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for hot mix asphalt (HMA) testing, including volumetrics and density, to be performed for the Ishpeming Transportation Service Center (TSC) area and the northwestern portion of the Crystal Falls TSC area. The authorization will be in effect from date of award through seven months. The authorization amount will be \$51,145.20. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for HMA testing, including volumetrics and density, to be performed for the Ishpeming TSC area and the northwestern portion of the Crystal Falls TSC area.

Benefit: MDOT does not have the capability to test all HMA in the region due to new FHWA requirements that have significantly increased the testing to be done. Revised MDOT procedures have also made testing a more time consuming process.

Funding Source: 80% FHWA 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 contract is not initiated, the MDOT Superior Region will not be able to test HMA in a manner that will meet FHWA time requirements, and FHWA funding may be jeopardized for several projects within the Superior Region.

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

Selection: Best/sole source.

New Project Identification: This is a new project.

Zip Code: 48955.

16. HIGHWAYS - IDS Engineering Services

Retroactive Authorization Revision (Z17/R1) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will retroactively extend the authorization term by one year (57 days retroactive) to provide sufficient time for the consultant to complete design work for two deck replacements on Cass Avenue and Woodward Avenue (M-1) over I-75 and will increase the authorization amount by \$40,000. This stand alone project was expected to be completed by the original expiration date of April 10, 2006. However, two structures were added and then one structure was deleted from the overall plan for the Ambassador Bridge/Gateway Project. MDOT failed to extend the authorization date to keep pace with the Gateway Project changes. The original authorization, which expired on April 10, 2006, provided for bridge rehabilitation for M-1 (Woodward Avenue) over I-75 (S25 of 82195) and for Cass Avenue over I-75 (S23 of 82195) in the city of Detroit, Wayne County (CS 82195 - JN 79177D). The revised authorization term will be August 9, 2004, through April 10, 2007. The revised authorization amount will be \$407,045.34. The contract term is April 10, 2003, through April 10, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To extend the authorization term by one year (57 days retroactive) to provide sufficient time for the consultant to complete design work for two deck replacements on Cass Avenue and Woodward Avenue (M-1) over I-75.

Benefit: Will enhance the public safety and improve the infrastructure quality.

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: Failure to extend the authorization will delay the deck replacement repairs and could result in expensive contractor claims.

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: 48201.

17. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0264/A1) between MDOT and Hubbell, Roth & Clark, Inc., will extend the indefinite delivery of services (IDS) contract term by approximately one year to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z7). (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be June 9, 2003, through June 9, 2007. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z7).

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

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

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

18. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z7/R2) under Contract (2003-0264) between MDOT and Hubbell, Roth & Clark, Inc., will extend the authorization term by approximately one year. The additional time will allow the consultant to final out the project at no additional cost to MDOT. The construction contractor needed to submit prices for extra work that was added to the construction project in order for MDOT to make payment, but the contractor did not respond to MDOT in a timely manner. The original authorization provides for construction engineering services to be performed on sound wall repairs on I-696 from Lahser Road to I-75, Oakland County (CS 63102 - JN 53060A). The revised authorization term will be October 23, 2003, through June 9, 2007. The authorization amount remains unchanged at \$233,553.96. The contract term will be June 9, 2003, through June 9, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by approximately one year at no additional cost to MDOT. The additional time will allow the consultant to final out the project. The construction contractor needed to submit prices for extra work that was added to the construction project in order for MDOT to make payment, but the contractor did not respond to MDOT in a timely manner. The construction project must have a final review by the consultant before it can be closed out.

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48075.

19. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0288/A1) between MDOT and Spalding DeDecker Associates, Inc., will extend the indefinite delivery of services (IDS) contract term by approximately one year (28 days retroactive) to provide sufficient time for the consultant to complete ongoing work under authorizations (Z9) and (Z10). Additional time is needed for the consultant to complete the projects due to the original contract term not meeting the construction time requirement. The original contract, which expired on May 8, 2006, provided for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be May 8, 2003, through May 8, 2007. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects under authorizations (Z9) and (Z10). No new authorizations will be issued under this contract.

Benefit: Will allow the continuation of survey work necessary to provide for the redesign of the addition of a right-turn lane on M-53 under authorization (Z9) and a left-turn lane on M-5 under authorization (Z10) to be completed.

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

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

Risk Assessment: If this extension is not approved, the consultant will not be able to complete work under authorizations (Z9) and (Z10).

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 the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

20. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z30/R1) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the performance of additional bridge design services, will increase the authorization amount by \$60,619.87, and will extend the contract term by one year to provide sufficient time for the consultant to complete the additional services. The additional services will include the reconstruction of four pedestrian bridges (P03, P08, P09, and P14) from the original fourteen structures both under and over M-10 in the city of Detroit, Wayne County, including designing retaining walls and foundation for the approach sidewalk landings in order to provide a 17-foot minimum under-clearance for the bridges and to meet American with Disabilities Act (ADA) requirements for the sidewalk grade. The original authorization provides for the design of elements related to bridge reconstruction and rehabilitation of fourteen structures both under and over the M-10 freeway in the city of Detroit, Wayne County (CS 82112 - JN 59271C). The revised authorization term will be June 18, 2004, through September 9, 2007. The revised authorization amount will be \$164,266.40. The contract term is September 10, 2003, through September 9, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional bridge design services, increase the authorization amount by \$60,619.87, and extend the contract term by one year. The additional services will include the reconstruction of four pedestrian bridges (P03, P08, P09, and P14) from the original fourteen structures both under and over M-10 in the city of Detroit, Wayne County, including designing retaining walls and foundation for the approach sidewalk landings in order to provide a 17-foot minimum under-clearance for the bridges and to meet ADA requirements for the sidewalk grade.

Benefit: This project will enhance the safety of the public using the structures.

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: It would not be possible to replace the bridges to meet the current standards without the retaining walls and landing foundations.

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

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

New Project Identification: This is not a new project.

Zip Code: 48216.

21. HIGHWAYS - Time Extension

Amendatory Contract (2003-0589/A1) between MDOT and STS Consultant, Ltd., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing remediation services at the former Dowagiac Maintenance Garage. The former Dowagiac Maintenance Garage is the site of a leaking underground storage tank that is undergoing an environmental clean-up. The original contract provides for geoenvironmental services to be performed at the former Dowagiac Maintenance Garage, Cass County. The revised contract term will be August 25, 2003, through July 13, 2007. The contract amount remains unchanged at \$288,446.17. Source of Funds: 100% Michigan Department of Environmental Quality (State Sites Clean-up) Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the ongoing remediation project. The former Dowagiac Maintenance Garage is the site of a leaking underground storage tank that is undergoing an environmental clean-up.

Benefit: Will allow sufficient time for completion of the clean up of this site, which is needed to remediate the soil and groundwater conditions and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: 100% Michigan Department of Environmental Quality (State Sites Clean-up) Funds.

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

Risk Assessment: If this extension is not approved, MDOT will be unable to complete the environmental remediation work and will be out of compliance with Part 213 of Public Act 451 of 1994, as amended.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2004-0330) between MDOT and RS Engineering, LLC, will provide for bridge design services to be performed for the rehabilitation of M-63 over Higman Park Road, one mile north of Benton Harbor in Berrien County (CS 11053 - JN 86740D). The work items will include design plans, deck replacement plans, substructure repairs, and installation of retaining walls. The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$236,615.68. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for bridge design services to be performed for the rehabilitation of M-63 over Higman Park Road, one mile north of Benton Harbor in Berrien County. The intent of this project is to replace the deck, repair the substructure units, and install retaining walls through the tail span slopes.

Benefit: This project will enhance the safety of the public and extend the life of the existing bridge.

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 will create safety issues and will result in 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: 49022.

23. *HIGHWAYS - Revise Scope, Increase Services and Amount, Extend Time
Amendatory Contract (2004-0358/A4) between MDOT and HNTB Michigan, Inc., will provide for a revision of services, including the performance of additional survey, design, and coordination work, will increase the contract amount by \$260,572.95, and will extend the contract term by three months. Additional services and time are required to incorporate the project into two construction packages. The original contract was to be let for construction during the 2006 and 2007 construction seasons. Due to delays, the reconstruction now must be completed during the 2007 season only. The reconstruction project is too large for a single contractor to complete in one year. By separating the work into two contracts, with two contractors working simultaneously, the project can be completed in one season. M-10 cannot be closed for this work beyond 2007 because other projects in the vicinity are scheduled for 2008. The original contract provides for the reconstruction of M-10 between M-102 and M-39 in the city of Southfield, Oakland County. The revised contract term will be November 2, 2004, through March 1, 2007. The revised contract amount will be \$3,756,537.20. 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: This amendment will provide for a revision of services, including the performance of additional survey, design, and coordination work, will increase the contract amount by \$260,572.95, and will extend the contract term by three months. Additional services and time are required to incorporate the project into two construction packages. The original contract was to be let for construction during the 2006 and 2007 construction seasons. Due to delays, the reconstruction now must be completed during the 2007 season only. The reconstruction project is too large for a single contractor to complete in one year.

Benefit: This amendment will allow for the utilization of the planned freeway closure to complete this reconstruction in one season. By separating the work into two contracts, with two contractors working simultaneously, the project can be completed in one season. M-10 cannot be closed for this work beyond 2007 because other projects in the vicinity are scheduled for 2008.

Funding Source: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, 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 approve this amendment could result in additional traffic maintenance costs, increased user delays, additional impacts to the roadway, and the need for increased supervision during construction.

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

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

New Project Identification: This is not a new project.

Zip Code: 48237.

24. HIGHWAYS - Time Extension
Amendatory Contract (2004-0407/A1) between MDOT and HNTB Michigan, Inc., will extend the contract term by approximately one year. Additional construction activities were added to the construction contract, and the additional time will allow the consultant to continue the construction oversight, complete the construction engineering services, and final out the project at no additional cost to MDOT. The original contract provides for construction engineering services for the oversight of the reconstruction of 14.63 miles on southbound I-75, including the rehabilitation of nine bridges, from the Oakland/Genesee County line to M-15 in Oakland County. The revised contract term will be August 20, 2004, through June 30, 2007. The contract amount remains unchanged at \$1,491,500. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by approximately one year. Additional construction activities were added to the construction contract, and the additional time will allow the consultant to continue the construction oversight, complete the construction engineering services, and final out the project at no additional cost to MDOT.

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

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: Failure to authorize this amendment could result in the loss of federal participation on this and subsequent highway construction projects.

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

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

New Project Identification: This is not a new project.

Zip Code: 48346.

25. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2004-0589/A1) between MDOT and HNTB Michigan, Inc., will provide for additional construction engineering services to be performed and will increase the contract amount by \$600,000. The original contract provides for MDOT and the consultant to share the construction engineering responsibilities, but MDOT is unable to supply the personnel needed for the project, so it is necessary to provide additional consultant services to maintain adequate project oversight. The original contract provides for construction engineering services to be performed for the reconstruction of I-94 from Pelham Road to Wyoming Avenue in the cities of Allen Park and Dearborn, Wayne County. The contract term remains unchanged, September 23, 2004, through December 31, 2007. The revised contract amount will be \$6,702,345. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional construction engineering services. The original contract provided for MDOT and the consultant to share the construction engineering responsibilities. MDOT is unable to supply the personnel needed for the project, so it is necessary to provide additional consultant services to maintain adequate project oversight. The MDOT personnel have been reassigned to the I-94 Arch Bridge Project and numerous smaller construction projects.

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

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: Lack of adequate construction inspection services could result in the loss of federal participation on this and subsequent highway construction projects.

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

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

New Project Identification: This is not a new project.

Zip Code: 48180.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2005-0015) between MDOT and Hubbell, Roth & Clark, Inc., will provide for as-needed inspection and testing services to be performed for pavement marking projects administered from the Traverse City Transportation Service Center (TSC) in the North Region. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 16, 2007. The authorization amount will be \$121,963.53. The contract term is November 16, 2004, through November 16, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for pavement marking projects administered from the Traverse City TSC in the North Region. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49735.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z21) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will provide for as-needed traffic and safety inspection services to be performed in the Southwest Region. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$169,990.39. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed traffic and safety inspection services to be performed in the Southwest Region.

Benefit: These inspection services are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

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

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

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation on these construction projects and a reduced quality of work.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 84915.

* Denotes a non-standard contract/amendment

28. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2005-0110/A2) between MDOT and Great Lakes Engineering Group, LLC, will provide for the performance of additional construction engineering and inspection services and will increase the contract amount by \$294,625.37. The additional work is needed to allow consultant oversight to continue on I-75. The additional costs required to complete the construction administration of this project will be recovered through disincentive charges levied against the construction contractor for not completing the work by the specified completion date. The original contract provides for full construction engineering services to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and in the city of Monroe, Monroe County. The contract term remains unchanged, April 8, 2005, through April 1, 2007. The revised contract amount will be \$1,630,546.36. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional construction engineering and inspection services and to increase the contract amount by \$294,625.37. The additional work is needed to allow consultant oversight to continue on I-75. The additional cost required to complete the construction administration of this project will be recovered through disincentive charges levied against the construction contractor for not completing the work by the specified completion date.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

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

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

Risk Assessment: Not authorizing this project will result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

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

New Project Identification: This is not a new project.

Zip Code: 49221.

29. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R2) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$46,585.75. The additional design services are needed to include the Michigan Transit Museum rail crossings on both northbound and southbound M-3 and to change the work on two sections of M-3 from design for rehabilitation to design for reconstruction. The two sections are on M-3 northbound from Terry Street to Market Street and on M-3 southbound from Wellington Crescent to Colonial Street. The original authorization provides for the performance of road design services for the rehabilitation of M-3 for 2.26 miles from the Clinton River to Sandpiper Street in the city of Mount Clemens and in Clinton Township, Macomb County (CS 50051 - JN 60444C). The authorization term remains unchanged, August 23, 2005, through April 5, 2008. The revised authorization amount will be \$305,504.52. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services to include the Michigan Transit Museum rail crossings on both northbound and southbound M-3 and to change the work on two sections of M-3 from design for rehabilitation to design for reconstruction. The two sections are on M-3 northbound from Terry Street to Market Street and on M-3 southbound from Wellington Crescent to Colonial Street. The entire project was originally planned to provide for rehabilitation, but the two noted sections have deteriorated more rapidly than expected, and they require complete reconstruction. Funding was not previously available for the Michigan Transit Museum rail crossings but recently became available.

Benefit: Will provide the safest and most cost effective response to the recently identified heavy deterioration of two sections of the project. Reconstructing the rail crossings in conjunction with the road project provides for the most efficient use of tax dollars and eliminates the need to impact motorists in the future for a separate crossing project.

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 revision is not approved, the road design project will not address the heavy deterioration of the two noted sections, which may result in extra construction work. If the rail crossings are not included in the project, they will need to be addressed as a separate crossing project later, which will cost more and disrupt traffic again.

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

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

New Project Identification: This is not a new project.

Zip Code: 48043.

30. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z15/R1) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for additional inspection and testing services to be performed for the Mt. Pleasant Transportation Service Center on an as-needed basis and will increase the authorization amount by \$249,083.45. The work items include bituminous pavement inspection services, Portland cement concrete inspection and testing services, density inspection and testing services, and aggregate inspection testing services as needed. The original authorization provides for inspection and testing services to be performed on an as-needed basis throughout the Bay Region. The authorization term remains unchanged, May 1, 2006, through May 4, 2008. The revised authorization amount will be \$340,557.85. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for additional inspection and testing services needed in the Bay Region. The original authorization was issued at a dollar amount under \$100,000.

Benefit: Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

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

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

Risk Assessment: Failure to provide the services could result in the loss of Federal participation on this and subsequent highway construction projects.

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

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

New Project Identification: This is not a new project.

Zip Code: 48601.

31. HIGHWAYS - Time Extension

Amendatory Contract (2005-0231/A1) between MDOT and B.B.F. Engineering Services, P.C., will extend the contract term by approximately six months. The additional time will allow the consultant to complete services already in progress and allow MDOT to complete a new selection process. The original contract provides for the performance of as-needed construction administration, inspection, and testing services and for office technician support on various projects in the Detroit Transportation Service Center service area. The revised contract term will be June 10, 2005, through December 10, 2006. The contract amount remains unchanged at \$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: To extend the contract term by approximately six months. The additional time will allow the consultant to complete services already in progress and allow MDOT to complete a new selection process for a new contract.

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

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

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

Risk Assessment: Failure to authorize this amendment could result in the loss of federal participation on this and subsequent highway construction projects.

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

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

New Project Identification: This is not a new project.

Zip Code: 48216.

32. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z14/R1) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for the performance of additional full construction engineering services and will increase the authorization amount by \$282,001.53. The original authorization provides for preliminary full construction engineering services to be performed for 6.35 miles on I-696 from Dequindre Road to Hayes Road, Macomb County (CS 50061 - JN 84043A). The authorization term remains unchanged, May 5, 2006, through June 21, 2008. The revised authorization amount will be \$382,000.49. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional construction engineering services on the project. The construction project is on an expedited schedule with no lane closures on weekdays from 5 a.m. to 8 p.m. All work must be done on nights and weekends only. The original authorization was issued at a dollar amount under \$100,000.

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

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

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for revision; qualifications-based for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48310.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for the performance of construction inspection and testing services on I-94 in the Port Huron Transportation Service Center area on an as-needed basis. The inspection and testing services include all of the following types: bridge, bituminous, Portland cement, density, and earthwork. The authorization will be in effect from the date of award through June 21, 2008. The authorization amount will be \$269,880.56. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for the performance of construction inspection and testing services on I-94 in the Port Huron Transportation Service Center area on an as-needed basis. These services will support the delivery of MDOT capital outlay programs in a timely manner.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for full construction engineering services to be performed on I-94 eastbound from Moross Road to M-29 (23 Mile Road) in the Metro Region (CS 50111 - JN 83060A). The work items include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records for the construction of a traffic management system. The authorization will be in effect from the date of award through June 21, 2008. The authorization amount will be \$408,240. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed on I-94 eastbound from Moross Road to M-29 (23 Mile Road) in the Metro Region (CS 50111 - JN 83060A). The work items include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records for the construction of a traffic management system.

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

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

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

* Denotes a non-standard contract/amendment

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

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48075.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z19) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for full construction engineering services to be performed on I-69 from west of M-19 to the Blue Water Bridge and on I-94 from 23 Mile Road to the I-94/I-69 interchange (CS 77023 – JN 59637A). The work items include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records for the construction of a traffic management system. The authorization will be in effect from the date of award through June 21, 2008. The authorization amount will be \$347,760. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed on I-69 from west of M-19 to the Blue Water Bridge and on I-94 from 23 Mile Road to the I-94/I-69 interchange (CS 77023 – JN 59637A). The work items include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records for the construction of a traffic management system.

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

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: Not authorizing these services could result in the loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48075.

36. *HIGHWAYS - Increase Services and Amount

Amendatory Contract (2006-0054/A2) between MDOT and Wilcox Professional Services, LLC, will increase the design services to incorporate the emergency replacement and repair of several damaged bridge beams on bridge (S01-5 of 63051) and will increase the contract amount by \$22,703.77 (29 days retroactive). The additional services are required to complete the design work due to damage sustained on May 1, 2006, when an over-height truck hit and severely damaged several of the existing beams. The emergency work is being incorporated into this active project to expedite the repairs. Because of the emergency nature of the additional design services, MDOT authorized work to begin on May 9, 2006, and retroactive State Administrative Board (SAB) approval is requested. The original contract provides for the design of the milling, resurfacing, and bridge reconstruction of three associated bridges (S01, S01-5, and S01-6) at the intersection of M-102 (8 Mile Road) and M-1 (Woodward Avenue) in the cities of Ferndale and Detroit, in Oakland and Wayne Counties (CS 63051 - JNs 80533C and 80533D). The contract term remains unchanged, November 16, 2005, through August 1, 2007. The revised contract amount will be \$1,456,927.18. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the incorporation of design services for the emergency replacement and repair of several damaged bridge beams on bridge (S01-5 of 63051) into this active project and to increase the contract amount by \$22,703.77. The additional services are required to complete the design due to damage sustained on May 1, 2006, when an over-height truck hit and severely damaged several of the existing beams.

Benefit: This amendment will allow the emergency work to be incorporated into this active project to expedite the repairs. Because of the emergency nature of the additional design services, MDOT authorized work to begin on May 9, 2006, and retroactive State Administrative Board (SAB) approval is requested.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds. All costs for the initial response, engineering, maintenance of traffic, and construction due to the damage caused by this incident will be tracked and tabulated so that MDOT may pursue reimbursement from the operator's insurance company.

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

Risk Assessment: Not authorizing/awarding this amendment could result in the bridge being closed for a long period of time, as neither the repair work nor the intended work to replace the bridge deck would be able to be performed.

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

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

New Project Identification: This is a rehabilitation project.

Zip Code: 48220 and 48221.

37. *HIGHWAYS - Intelligent Transportation System Services

Contract (2006-0128) between MDOT and HNTB Michigan, Inc., will provide for traffic incident management (TIM) support services to be performed for metropolitan Detroit state trunklines (CS 84900 - JN 55020). The services will enable MDOT and partnering agencies to coordinate operations more efficiently and to prioritize and develop future projects to improve TIM. TIM is a core function of the Michigan Intelligent Transportation Systems Center (MITS Center). The contract will be in effect from the date of award through May 23, 2008. The contract amount will be \$479,980. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To enable MDOT and partnering agencies to coordinate operations more efficiently and to prioritize and develop future projects to improve traffic incident management. TIM is a core function of the MITS Center.

Benefit: Will increase safety of responders and motorists during incidents and improve traffic flow and mobility.

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: Not authorizing this project would cause delays in the delivery of the TIM program improvements, which could result in continued safety risks to the public.

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: 48226.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for US-41/M-28 from one mile west of M-95 northerly through Champion to the Peshekee River Bridge in Humboldt, Michigamme, and Champion Townships, Marquette County (CS 52041 - JN 75463C). The services will include design surveys, road design, traffic control, pavement marking plans, signing plans, and subsurface geotechnical borings. The authorization will be in effect from the date of award through February 13, 2009. The authorization amount will be \$248,256.91. The contract term is February 14, 2006, through February 13, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for US-41/M-28 from one mile west of M-95 northerly through Champion to the Peshekee River Bridge in Humboldt, Michigamme, and Champion Townships, Marquette County. The services will include design surveys, road design, traffic control, pavement marking plans, signing plans, and subsurface geotechnical borings.

Benefit: Will improve safety and extend the service life of this roadway, in accordance with MDOT's Five-Year Plan.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Without the proposed project, the safety and serviceability of the roadway will continue to deteriorate.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49814.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for roadway rehabilitation work on US-12 from east of the Three Oaks village limits to west of Dayton Road, Berrien County (CS 11021 - JN 85849C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, and permanent signing plans; performing surveys and geotechnical investigations; and solving any problems that may arise during the design of this project. The authorization will be effect from the date of award through February 13, 2009. The authorization amount will be \$449,953.66. The contract term is February 14, 2006, through February 13, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for roadway rehabilitation on US-12 from east of the Three Oaks village limits to west of Dayton Road, Berrien County.

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

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: Not authorizing this service will result in continued deterioration of existing pavement and jeopardize the strategy to improve the existing system and meet the statewide condition goals.

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: 49113.

40. *HIGHWAYS - Intelligent Transportation Systems Services

Contract (2006-0130) between MDOT and Kimley-Horn of Michigan, Inc., will provide for design services to be performed for a statewide Advanced Traffic Management System (ATMS) software package to replace the aging software currently deployed at the Michigan Intelligent Transportation System (MITS) Center in Detroit (CS 84917 - JN 59195). The contract will be in effect from the date of award through December 31, 2007. The contract amount will be \$546,519.55. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for a statewide ATMS software package to replace the aging software currently deployed at the MITS Center in Detroit.

Benefit: New software is needed to permit MDOT to use standard, non-proprietary intelligent transportation system (ITS) equipment on its roads, making expansion and upgrades easier and less costly. In addition, new software is needed to ensure that the entire state is using a uniform software platform to ensure consistency in deployment and maintenance. The current ATMS software was designed in the early 1990's and written in 1995 and 1996 and is insufficient for current MDOT needs.

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: Not procuring new software would result in increased out-of-service time by the MITS Center when travel information would not be available to the public. Additionally, not doing a thorough design and state-of-the-practice evaluation would result in a proprietary solution with higher initial costs and higher on-going operations and maintenance costs.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for the performance of full construction engineering services for the administration of a contract for hot mix asphalt (HMA) resurfacing, guardrail upgrades, culvert replacement, drainage improvements, and miscellaneous safety upgrades on M-106 from the Portage Creek Drain to Bunker Hill Road, Jackson County (CS 38051 - JN 50525A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$429,000.04. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of full construction engineering services for the administration of a contract for HMA resurfacing, guardrail upgrades, culvert replacement, drainage improvements, and miscellaneous safety upgrades on M-106 from the Portage Creek Drain to Bunker Hill Road, Jackson County.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: Not authorizing this service will result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

42. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0135) between MDOT and NTH Consultants, Ltd., will provide for as-needed geotechnical and pavement investigation services to be performed for various projects within the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing, standard penetration testing, and preparation of test reports. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$242,189.31. The contract term is February 6, 2006, through February 8, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

43. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0137) between MDOT and Otwell Mawby Geotechnical, PC, will provide for as-needed inspection and testing services to be performed for pavement marking projects administered from the Traverse City Transportation Service Center (TSC) in the North Region. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$302,433.45. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for pavement marking projects administered from the Traverse City TSC in the North Region. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49735.

44. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0137) between MDOT and Otwell Mawby Geotechnical, PC, will provide for as-needed hot mix asphalt (HMA) testing services to be performed for various projects within the North Region. The work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$102,332.13. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed HMA testing services to be performed for various projects within the North Region. The work items include project administration, quality assurance testing, and preparation and documentation of project records.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49735.

45. HIGHWAYS - IDS Engineering Services

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

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

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

46. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0182) between MDOT and Somat Engineering, Inc., will provide for as-needed inspection and testing services to be performed for the University Region. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$125,032.06. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the University Region. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

Risk Assessment: Not authorizing this project would result in the project not having adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

* Denotes a non-standard contract/amendment

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: 48429.

47. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for bridge design services to be performed for the reconstruction and rehabilitation of M-47 northbound and southbound over US-10 and of M-13 over Johnston Creek in Bay County (CS 09033 and 09101 - JN 84909D). The work items will include design surveys, pavement marking plans, and maintenance of traffic plans and provisions. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$165,913.29. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for bridge design services to be performed for the reconstruction and rehabilitation of M-47 northbound and southbound over US-10 and of M-13 over Johnston Creek in Bay County. The intent of this project is to preserve the existing structures and to reconstruct the structures where repair options are not feasible.

Benefit: Will enhance the public safety and extend the lives of the existing bridges.

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: Poor elements on these structures, if not replaced now, could result in functional failure.

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: 48706.

48. HIGHWAYS - IDS Engineering Services

Contract (2006-0378) between MDOT and Patrick 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.

49. HIGHWAYS - IDS Engineering Services

Contract (2006-0379) between MDOT and Global Remediation Technologies, 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.

* Denotes a non-standard contract/amendment

50. HIGHWAYS - IDS Engineering Services
Contract (2006-0381) between MDOT and MACTEC Engineering and Consulting of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
51. HIGHWAYS - IDS Engineering Services
Contract (2006-0387) between MDOT and RS Engineering, 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.
52. HIGHWAYS - IDS Engineering Services
Contract (2006-0394) between MDOT and Great Lakes Engineering Group, 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.
53. HIGHWAYS - IDS Engineering Services
Contract (2006-0396) between MDOT and Hardesty & Hanover, LLP, 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.
54. HIGHWAYS – Master Contract for Future Highway Projects, Including Railroads
Contract (2006-5076) between MDOT and Marquette Rail, LLC, will set forth the rights and obligations of the parties as they relate to future highway transportation projects statewide.

A separate authorization will be written for each project that will define the scope of work and funding.

The master contract contains no funding.

Purpose/Business Case: To establish the terms and conditions for future railroad work statewide (at-grade crossings and grade separations) associated with highway projects involving a new railroad operating in Michigan.

Benefit: Will ensure timely delivery of highway projects.

* Denotes a non-standard contract/amendment

Funding Source: Various federal and state funding sources, depending on the particular project authorized.
Commitment Level: Varies depending on project.
Risk Assessment: Potential delays in the award of MDOT and local agency projects.
Cost Reduction: N/A.
Selection: N/A.
New Project Identification: Modification and possible new construction of railroad facilities.
Zip Code: 48909.

55. HIGHWAYS – Master Contract for Future Highway Projects, Including Railroads
 Contract (2006-5077) between MDOT and Adrian & Blissfield Railroad will set forth the rights and obligations of the parties as they relate to future highway transportation projects statewide.

A separate authorization will be written for each project that will define the scope of work and funding.

The master contract contains no funding.

Purpose/Business Case: To establish the terms and conditions for future railroad work statewide (at-grade crossings and grade separations) associated with highway projects involving a new railroad operating in Michigan.
Benefit: Will ensure timely delivery of highway projects.
Funding Source: Various federal and state funding sources, depending on the particular project authorized.
Commitment Level: Varies depending on project.
Risk Assessment: Potential delays in the award of MDOT and local agency projects.
Cost Reduction: N/A.
Selection: N/A.
New Project Identification: Modification and possible new construction of railroad facilities.
Zip Code: 48909.

56. HIGHWAYS - Cost Participation for Trunkline Inspection Contract
 Contract (2006-5107) between MDOT and the City of Lansing will provide for participation in the following improvements:

Construction engineering services for the city’s sewer separation project along Highway I-496 Capitol Loop (Michigan Avenue) between the Grand River and Larch Street, including inspection of the affected roadways and adjacent rights-of-way.

Estimated Funds:

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

MX 33014 – 86957; 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 MDOT right-of-way.
Benefit: Will provide 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 percent by the City of Lansing.

Selection: N/A.

New Project Identification: Inspection of Lansing sewer project.

Zip Code: 48933.

57. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5190) between MDOT and the City of Albion will provide for participation in the construction under contract by the city of the following Transportation Enhancement improvements:

Non-motorized pathway work along the south side of the Kalamazoo River from Hannah Street to Albion Street.

Estimated Funds:

Federal Highway Administration Funds	\$399,600
City of Albion Funds	<u>\$155,400</u>
Total Funds	<u>\$555,000</u>

STE 13466 – 73831; Calhoun County

Local Letting

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

Benefit: Will provide for pedestrian and bicycle facilities.

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

Commitment Level: 72% federal up to \$399,600 and the balance by City of Albion; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49224.

58. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5191) between MDOT and the City of Battle Creek will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Restoration of the historic McCamly Street Bridge crossing the Battle Creek River, including piers, sidewalks, railing, and lighting work.

Estimated Funds:

Federal Highway Administration Funds	\$231,000
City of Battle Creek Funds	<u>\$ 99,000</u>
Total Funds	<u>\$330,000</u>

STE 13032 – 83571; Calhoun County

Local Letting

* Denotes a non-standard contract/amendment

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

Benefit: Historic preservation.

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

Commitment Level: 70% federal up to \$231,000 and the balance by City of Battle Creek; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Historic preservation of existing bridge.

Zip Code: 49017.

59. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5193) between MDOT and the Village of Brooklyn will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Streetscaping work along Highway M-50 from Chicago Street to Riverside Drive, including ornamental street lighting, fencing, concrete paver sidewalk, bench, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$312,000
Village of Brooklyn Funds	<u>\$ 78,000</u>
Total Funds	<u>\$390,000</u>

STE 38171 – 84665; Jackson County

Local Letting

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

Benefit: Enhancement of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and Village of Brooklyn Funds.

Commitment Level: 80% federal up to \$312,000 and the balance by the Village of Brooklyn.; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New enhancement of existing roadway.

Zip Code: 49230.

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

Withdrawn at ad board

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

PART B

Streetscaping improvement work along Highway M-15 from approximately 500 feet south of Waldon Road to approximately 700 feet north of Washington Street.

PART C

Landscaping improvement work along Highway M-15 from approximately 500 feet south of Waldon Road to approximately 700 feet north of Washington Street.

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

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

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

Benefit: Will provide for timely financial closeout of the project.

Funding Source: City of the Village of Clarkston Funds for Part A.

Commitment Level: 100% City of the Village of Clarkston Funds up to \$67,219.59 for construction engineering for Part A.

Risk Assessment: With amendment, the parties’ understanding of the City’s participation for construction engineering costs is clarified.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48346.

61. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5195) between MDOT and the City of Muskegon will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Western Avenue from Third Street to Terrace Street.

Estimated Funds:

Federal Highway Administration Funds	\$ 956,000
City of Muskegon Funds	<u>\$ 239,000</u>
Total Funds	<u>\$1,195,000</u>

HPSL 61407 – 87289; Muskegon County
 Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Enhancement of transportation system.

Funding Source: Federal High Priority Project – SAFETEA LU Funds and City of Muskegon Funds.

Commitment Level: 80% federal up to \$960,000 and the balance by City of Muskegon; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New enhancement of existing roadway.

Zip Code: 49440.

62. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5198) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Hot mix asphalt surfacing work along South Black River Road from one mile east of Helgren Road northerly approximately 0.76 miles, including base crushing and shaping and aggregate base work.

Estimated Funds:

Federal Highway Administration Funds	\$72,300
Gogebic County Road Commission Funds	<u>\$18,100</u>
Total Funds	<u>\$90,400</u>

STL 27044 - 54649

Local Force Account

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

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

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49938.

63. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5201) between MDOT and the Marquette County Road Commission will provide for participation in the following improvements:

Resurfacing and wedging work along County Road 426 from approximately 0.2 miles west of County Road SAA to approximately 0.6 miles east of County Road SA.

Estimated Funds:

Federal Highway Administration Funds	\$74,900
Marquette County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,600</u>

STL 52008 - 87295
 Local Force Account

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

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

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49819.

64. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5202) between MDOT and the Marquette County Road Commission will provide for participation in the following improvements:

Resurfacing and wedging work along County Road 550 from approximately 0.8 miles north of the Little Garlic River to the Big Garlic River.

Estimated Funds:

Federal Highway Administration Funds	\$74,700
Marquette County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,400</u>

STL 52083 - 87296
 Local Force Account

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

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

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

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

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49869.

65. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5204) between MDOT and the Marquette County Road Commission will provide for participation in the construction of the following improvements utilizing Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category D Funds:

Hot mix asphalt paving work along County Road 480 from County Road NX westerly approximately 1400 feet.

Estimated Funds:

Federal Highway Administration Funds (TED)	\$75,100
Marquette County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$93,900</u>

EDDF 52555 - 76709

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: Federal Equity Bonus Funds and Marquette County Road Commission Funds.

Commitment Level: 80% federal, 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 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49849.

66. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2006-5237) between MDOT and the City of Sterling Heights will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Landscaping work along Schoenherr Road from 14 Mile Road to Metropolitan Parkway and along Metropolitan Parkway from Dodge Park easterly to Utica Road.

Estimated Funds:

Federal Highway Administration Funds	\$143,240
City of Sterling Heights Funds	<u>\$ 35,810</u>
Total Funds	<u>\$179,050</u>

STE 50011 – 84912; Macomb County
 Local Letting

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

Benefit: Enhancement of transportation system.

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

Commitment Level: 80% federal up to \$143,240 and the balance by City of Sterling Heights; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New enhancement of existing roadway.

Zip Code: 48312.

67. HIGHWAYS (Real Estate) - IDS Real Estate Services
 Contract (2006-0389) between MDOT and Stempin & Associates Land Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

68. HIGHWAYS (Real Estate) - IDS Title Services
 Contract (2006-0400) between MDOT and Mt. Pleasant Abstract and Title, Inc., 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.

69. HIGHWAYS (Real Estate) - IDS Title Services
 Contract (2006-0403) between MDOT and Patrick Abstract & Title Office, Inc., 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.
70. HIGHWAYS (Real Estate) - IDS Title Services
 Contract (2006-0406) between MDOT and First Metropolitan Title Company, Berrien County, 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.
71. MULTI-MODAL – Railroad Force Account Work
 Authorization (55066-87645), under Master Agreement (94-1046), dated September 1, 1994, between MDOT and Wisconsin Central, Ltd. (Wisconsin Central), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 19th Avenue in the city of Menominee, Menominee County, Michigan. This work, to be undertaken as part of MDOT’s annual grade crossing prioritization program, 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 Menominee and approved on November 3, 2005. The project cost is estimated at \$225,000. Source of Funds: Federal Highway Administration Funds - \$112,500; FY 2006 State Restricted Trunkline Funds - \$112,500.
- Purpose/Business Case:** To provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of 19th Avenue in the city of Menominee, Menominee County, 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 City of Menominee, Wisconsin Central, and MDOT’s Rail Safety Section.
- Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$112,500; FY 2006 State Restricted Trunkline Funds - \$112,500.
- Commitment Level:** The authorization amount is based on a field estimate. All costs will be paid on a force account basis.
- Risk Assessment:** The crossing was selected for safety enhancement as a part of MDOT’s prioritization process. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.
- Cost Reduction:** The work will be performed by Wisconsin Central on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Wisconsin Central and the City of Menominee.
- Selection:** N/A.
- New Project Identification:** This is an upgrade to an existing crossing.
- Zip Code:** 49858.

72. MULTI-MODAL –Time Extension

Amendatory Contract (95-1697/A7) between MDOT and National Railroad Passenger Corporation (Amtrak) will extend the contract term by eighteen months to provide sufficient time for Amtrak to complete the project. The additional time will allow the development of the new software for the ticketing systems and the construction and installation of Americans with Disabilities Act (ADA) compliant kiosks to be completed. The releases of the updated ticketing software and hardware products will be beyond the current expiration date of this contract, and if Amtrak were to purchase the ticketing product currently available, that product would become obsolete in a matter of months. The original contract provides for the purchase and installation of the most technologically current automated ticketing and travel information displays at various rail passenger stations along Michigan rail passenger routes. Stations may include New Buffalo, St. Joseph, Bangor, Holland, Grand Rapids, East Lansing, Durand, Flint, Lapeer, Port Huron, Niles, Dowagiac, Kalamazoo, Battle Creek, Albion, Jackson, Ann Arbor, Dearborn, Detroit, Royal Oak, Birmingham, and Pontiac, Michigan. The revised contract term will be from October 9, 1995, through December 31, 2003, and from March 24, 2004, through December 23, 2007. (Amendment 5 was a renewal/extension.) The contract amount remains unchanged at \$500,000. Source of Funds: FY 1996 and FY 2004 State Restricted Comprehensive Transportation Funds - \$500,000.

Purpose/Business Case: To provide sufficient time for Amtrak to complete the development of updated software for its ticketing system and the construction and installation of ADA-compliant kiosks.

Benefit: Rail passenger travelers will be able to access ticket information at several staffed and unstaffed stations along our routes. The systems have not been updated for ten years, and the new software will use the most current technology.

Funding Source: FY 1996 and FY 2004 State Restricted Comprehensive Transportation Funds - \$500,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The current ticketing machines are not ADA-compliant and the software is outdated. The current machines are not able to accommodate debit cards and lack the necessary features for today's customer.

Cost Reduction: There is no additional funding requested for this project.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

73. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0751/A7) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in portions of Wayne, Oakland, Macomb, and Monroe Counties, will extend the contract term by one year to provide sufficient time for SMART to complete the project. As part of the facility renovation in Monroe County, the Lake Erie Transportation Commission (LETC) had intended to use a 800MHZ radio tower system for transmission of Dispatch/Automated Vehicle Location (AVL) system data, but due to ongoing delays of the tower installation, LETC has decided to move ahead using other data transmission options for the Dispatch/AVL system. All licensing and supporting agreements have been signed and the project is ready to proceed. Project completion is expected in January 2007. The original contract provides state matching funds for SMART's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be June 16, 2000, through June 15, 2007. The contract amount remains unchanged at \$16,096,377. Source of Funds: Federal Transit Administration (FTA) Funds - \$12,877,102; FY 1999, FY 2000, and FY 2001 State Restricted Comprehensive Transportation Funds - \$3,219,275.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for SMART to complete the LETC facility renovation portion of the project.

Benefit: Increased public safety through improved transportation services.

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

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: 48226.

74. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0801/A3) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will extend the contract term by one year to provide sufficient time for BWATC to complete the project. The contract provides for the installation of a compressed natural gas (CNG) fueling station. BWATC is in the process of constructing a new transit facility, which is expected to be completed in the spring of 2007; construction was delayed while BWATC acquired sufficient funding. BWATC will use the remaining monies in this contract to relocate its two CNG fueling stations to the new facility. The original contract provides state matching funds for BWATC's FY 2000 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be July 19, 2000, through July 18, 2007. The contract amount remains unchanged at \$613,184. Source of Funds: Federal Transit Administration (FTA) Funds - \$490,547; FY 2000 State Restricted Comprehensive Transportation Funds - \$122,637.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for BWATC to relocate its CNG fueling stations to its new facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$490,547; FY 2000 State Restricted Comprehensive Transportation Funds - \$122,637.

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: 48060.

75. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the authorization term by two years to provide sufficient time for BWATC to complete the project. To avoid the labor and expense of moving and reinstalling maintenance equipment from the existing facility to the new facility, BWATC has delayed the purchase of new maintenance equipment until the construction of its new facility is complete. The facility is expected to be completed by spring of 2007. The original authorization provides state matching funds for BWATC's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be June 18, 2003, through June 17, 2008. The authorization amount remains unchanged at \$236,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$189,200; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$47,300.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for BWATC to purchase and install maintenance equipment at its new facility, which is expected to be completed in the spring of 2007.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds- \$189,200; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$47,300.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

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

Zip Code: 48060.

76. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z5/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the authorization term by one year to provide sufficient time for DDOT to complete the project. The additional time is needed because it took longer than anticipated for the City of Detroit to complete its internal approval process for the expenditure of the authorization funds. The additional time will allow DDOT to complete the remaining contractual obligations for the training of mechanical technicians on the technological equipment and maintenance/repairs for the 121 new heavy-duty buses DDOT is leasing. The original authorization provides state matching funds for DDOT's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 11, 2002, through July 10, 2007. The authorization amount remains unchanged at \$7,115,834. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,692,667; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,423,176.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for DDOT to complete the remaining contractual obligations for the training of mechanical technicians on the technological equipment and maintenance/repairs for the 121 new heavy-duty buses DDOT is leasing.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$5,692,667; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,423,167.

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 a time extension to an existing project.

Zip Code: 48207.

77. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z9/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the City of Detroit and in portions of Wayne and Oakland Counties, will extend the authorization term by eighteen months (17 days retroactive) to provide sufficient time for DDOT to purchase support vehicles, install a new information technology management system, and perform comprehensive engineering services for facility renovation and construction. The support vehicle project was delayed due to a change in the project manager. The complexities of the planning/engineering designs needed for accuracy in tracking processes and analytical reporting caused delays in the purchase of the information technology management system. The additional time is needed for completion of the facility renovation and construction because of unanticipated delays in the environmental assessment, land acquisition, and closing approval processes. The original authorization provides state matching funds for DDOT's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be May 21, 2003, through November 20, 2007. The authorization amount remains unchanged at \$11,573,864. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$9,259,090; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$2,314,774.

Purpose/Business Case: To extend the authorization term by eighteen months to provide sufficient time for DDOT to purchase support vehicles, install a new information technology management system, and perform comprehensive engineering services for facility renovation and construction.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$9,259,090; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$2,314,774.

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 a time extension to an existing project.

Zip Code: 48207.

78. MULTI-MODAL - Section 5313(b) Program

Project Authorization (Z29) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide federal funds under MDOT's FY 2006 Federal Section 5304 State Planning and Research Program grant to be matched with local funds. The authorization will provide training and speakers for a conference geared toward advancing public transit in the State of Michigan. The conference will also provide an opportunity for vendors and manufacturers to showcase transit services and equipment that are available to help transit agencies in their every day operations. The effective date of the authorization will be the effective date of the federal grant, and the authorization will be in effect for one year. The authorization may be 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 \$42,500. 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 - \$34,000; ITP Funds - \$8,500.

Purpose/Business Case: To provide training and speakers for a conference geared toward advancing public transit in the State of Michigan.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds - \$34,000; ITP Funds - \$8,500.

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 MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

79. MULTI-MODAL - Section 5309 Program

Project Authorization (Z33) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the rehabilitation and renovation of the downtown transfer center and the purchase and installation of Intelligent Transportation System (ITS) equipment. The authorization will be in effect from March 14, 2006, through March 13, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,644,168. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,915,334; FY 2003 State Restricted Comprehensive Transportation Funds - \$728,834.

Purpose/Business Case: To provide state matching funds for MTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the rehabilitation and renovation of the downtown transfer center and the purchase and installation of the ITS equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,915,334; FY 2003 State Restricted Comprehensive Transportation Funds - \$728,834.

Commitment Level: Authorization amount is based on cost estimates.

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

* Denotes a non-standard contract/amendment

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: 48503.

80. MULTI-MODAL - Time Extension

Amendatory Contract (2003-0319/A1) between MDOT and the Beaver Island Transportation Authority (BITA) will extend the contract term by one year to provide sufficient time for BITA to complete the oil containment boom project. Procurement of the containment boom was delayed pending completion of the storage facility. The facility has now been completed and procurement of the containment boom has begun. The revised contract term will be July 8, 2003, through July 7, 2007. The contract amount remains unchanged at \$232,111. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$208,900, BITA Funds - \$23,211.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for BITA to purchase and install an oil containment boom.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$208,900; BITA Funds - \$23,211.

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

Risk Assessment: The risks of not undertaking this project are potential environmental contamination of the harbor, reduced safety, and inefficient operations due to improper/outdated equipment.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49782.

81. *MULTI MODAL - Extend Project Completion Period

Amendatory Contract (2003-0543/A1) between MDOT and Manistee County Transportation, Inc. (MCTI), will extend the project completion period by one year to provide sufficient time for MCTI to complete the project. The original contract provides 80 percent federal funds and 20 percent state matching funds for MCTI's FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The additional time is needed because of unforeseen delays in the bus manufacturing process. The revised project completion period will be August 19, 2003, through August 18, 2007. The contract term remains unchanged, from August 19, 2003, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$661,260. Source of Funds: Federal Transit Administration (FTA) Funds - \$529,008; FY 2002 State Restricted Comprehensive Transportation Funds - \$132,252.

Purpose/Business Case: To extend the project completion date by one year to provide sufficient time for the bus manufacturer to produce and deliver the eight buses with lifts purchased by MCTI under this contract.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$529,008; FY 2002 State Restricted Comprehensive Transportation Funds - \$132,252.

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

Risk Assessment: The risk of not awarding 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: 49660.

* Denotes a non-standard contract/amendment

82. *MULTI-MODAL - Renewal/Extension of Project Completion Period

Amendatory Contract (2005-0018/A1) between MDOT, Monroe Recycling, LLC, and the Port of Monroe will renew and extend the project completion period by one year to provide sufficient time for the project to be completed. The additional time is needed because of delays in obtaining necessary approvals; preliminary ground work, storm water work, and turning pads will not be completed until June 2006, which will delay construction of the new track. The original contract provides financial assistance in the form of a loan for the construction of 4,180 feet of new track to serve the Monroe Recycling, LLC, facility. The revised project completion period will be from April 4, 2005, through April 3, 2006, and from the date of award of this amendment through one year. No costs will be incurred between the expiration of the original project completion period and the date of award of this amendment. The contract term remains unchanged, from April 4, 2005, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan is fully repaid, whichever is earlier. The estimated project amount remains unchanged at \$538,000. MDOT's loan is \$269,000 or up to 50 percent of the project cost, whichever is less. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$269,000; Monroe Recycling, LLC, and Port of Monroe Funds - \$269,000.

Purpose/Business Case: To extend the project completion period to allow sufficient time for the project to be completed.

Benefit: Will provide Monroe Recycling, LLC, with rail capabilities at its facility, will reduce raw material prices, will allow the facility to bring competition to the scrap business in southeast Michigan and northwest Ohio, and will permit Monroe Recycling, LLC, to establish and expand its markets. The benefits to the public will be increased local and state tax revenue, a new intermodal transportation facility to serve southeast Michigan, and the creation of up to twenty new positions within the city of Monroe.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$269,000; Monroe Recycling, LLC, and Port of Monroe Funds - \$269,000.

Commitment Level: The contract is based on an estimate from the applicant and serving rail carrier. Work will be competitively bid by Monroe Recycling, LLC, and appropriate adjustments will be made.

Risk Assessment: The risk of not awarding this amendment is the potential loss of economic growth and job creation to the area.

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

Selection: N/A.

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

Zip Code: 48161.

83. *MULTI-MODAL - Extend Project Completion Period

Amendatory Contract (2005-0139/A1) between MDOT and Davis Cartage Company (DCC) will extend the project completion period by one year to provide sufficient time for DCC to complete the construction phase of the contract. The project was delayed because the company needed to service an existing rail customer; it is now planning to begin construction at the end of the summer during an anticipated lapse in the customer's demand for rail service. The original contract provides loan funding under the Michigan Rail Loan Assistance Program (MiRLAP) for the relocation of existing track, the construction of additional track, and the construction of a portion of a rail loading dock. The expansion will allow DCC to deliver logistical services to its customers by transporting freight by both truck and rail at its Niles facility. The revised project completion period will be July 7, 2005, through July 6, 2007. The contract term remains unchanged, from July 7, 2005, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount remains unchanged at \$74,896. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$63,661; DCC Funds - \$11,235.

Purpose/Business Case: To extend the project completion period by one year to provide sufficient time for DCC to relocate existing track, construct additional track, and construct a portion of a rail loading dock so the company can provide logistical freight transportation services to its customers.

Benefit: By enhancing rail service at DCC's Niles facility, the company can provide logistical services to its customers, who can benefit from the lower cost of shipping by rail and the ability to store product and to ship product out when it is needed by rail or by truck. Adding rail service will decrease long haul truck traffic. DCC will create six new full-time jobs in Niles and anticipates that additional business will create an additional twelve to eighteen truck driving positions within 100 miles of the facility. DCC believes that the Niles location is well situated to draw business from the congested Chicago area into Michigan.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$63,661; DCC Funds - \$11,235.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$63,661.

Risk Assessment: If the project is not undertaken, it could result in the loss of an opportunity to develop a facility that accommodates both rail and truck transportation modes and provides warehousing capabilities. As such, it could result in the loss of economic growth and job creation to this area.

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

Selection: N/A.

New Project Identification: This is an existing project.

Zip Code: 49120.

84. *MULTI-MODAL - Economic Development

Retroactive Contract (2006-0373) between MDOT and Bay Valley Foods, LLC, will provide financial assistance in the form of a loan for the construction of a 685-foot spur track and the installation of drip pans to the tracks at the Bay Valley Foods, LLC, facility in the city of Wayland, Allegan County. This project will provide rail access to the facility and will contribute to the creation of eighteen new full-time positions. The project cost is estimated at \$173,605. MDOT will loan Bay Valley Foods, LLC, \$86,802.50, or up to fifty percent of the actual project costs. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Bay Valley Foods, LLC, meets its annual shipping commitment. Upon award, the contract will be in effect from September 15, 2004, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. Source of Funds: FY 2004 and FY 2006 State Restricted Comprehensive Transportation Funds - \$86,802.50; Bay Valley Foods, LLC, Funds - \$86,802.50.

This contract is retroactive; it was originally processed as Contract (2004-0238) with Dean Specialty Foods Group and was awarded on September 15, 2004. In the time since the award of Contract (2004-0238), Dean Specialty Foods Group has undergone multiple acquisitions/mergers of which MDOT was not informed. It recently came to light that the company's current legal name is Bay Valley Foods, LLC. Due to the difficulties that would be involved in novating the original contract several times in order to accurately capture the legal changes, it was decided that processing a new retroactive contract with the current company name of Bay Valley Foods, LLC, would be the most efficient and effective way to resolve this situation.

Purpose/Business Case: To provide financial assistance for the construction of a 685-foot spur track and the installation of drip pans in the track at the Bay Valley facility.

Benefit: This project will provide Bay Valley Foods, LLC, with rail access to its facility and allow for expansion of the facility. Truck traffic along the state's roadways will be reduced and eighteen new positions will be created in the city of Wayland.

Funding Source: State Restricted Comprehensive Transportation Funds - \$86,802.50; Bay Valley Foods, LLC, Funds - \$86,802.50.

Commitment Level: The contract is based on an estimate from the applicant. Work was competitively bid by Bay Valley Foods, LLC. Payment will be based upon actual cost.

Risk Assessment: Risk of not performing this activity would result in the loss of opportunities for job creation, local tax revenues, and economic growth to this area.

Cost Reduction: Bay Valley Foods, LLC, will award the project to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new construction project.

Zip Code: 49348.

85. MULTI-MODAL - Rideshare

Contract (2006-0380) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide FY 2006 Federal Surface Transportation Program funds for the continuation of the local rideshare program for FY 2006 through FY 2007. AATA will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This will reduce energy consumption, traffic congestion, air pollution, and parking problems, while making our roadways safer by reducing the number of vehicles using them. The contract will be in effect from July 1, 2006, through June 30, 2007. The contract amount will be \$142,000. Source of Funds: Federal Highway Administration (FHWA) Funds- \$113,600; AATA Funds - \$28,400.

Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services.

Benefit: Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions. The program will make our roadways safer by reducing the number of vehicles using them.

Funding Source: FHWA Funds - \$113,600; AATA Funds - \$28,400.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not continuing this project are the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: The agency will accomplish program objectives using internal support staff for the design and production of all program materials.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48104.

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

Amendatory Contract (2003-0358/A1) between MDOT and Romeo Airport Management, LLC, will extend the contract term by seventeen years to provide sufficient time for the completion of construction and engineering work items and the finalization of project documents 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 construction of runway 18/36 and north partial parallel taxiway, including the installation of medium intensity runway lights, precision approach path indicators, runway end identifier lights, taxiway guidance signs, electrical vault, power and control system, rotating beacon, and lighted windcone. The revised contract term will be July 9, 2003, through July 8, 2023. The contract amount remains unchanged at \$2,025,500. Source of Funds: FAA Funds - \$1,822,950; State Restricted Aeronautics Funds - \$101,275; Romeo Airport Management, LLC, Funds - \$101,275.

Purpose/Business Case: To provide sufficient time for the completion of construction and engineering work items and the finalization of project documents. The contractor on this project filed bankruptcy, which has delayed the project. The surety company has taken over and is working toward completing the project and addressing final work 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: The extension will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: FAA Funds - \$1,822,950; State Restricted Aeronautics Funds - \$101,275; Romeo Airport Management, LLC, Funds - \$101,275; Contract Total - \$2,025,500.

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: There is no increase in funding.

Selection: N/A.

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

Zip Code: 48083.

87. *MULTI-MODAL (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2005-0221/A1) between MDOT and R. W. Armstrong & Associates, Inc., will add design engineering services for the grooving and pavement remarking of runway 18-36, the installation of obstruction lighting on two t-hangars, and the selection of the type of decorative fencing to be installed to the project, and will increase the contract amount by \$13,860. The original contract provides for the design of the installation of new fencing and runway safety area improvements at the Canton-Plymouth-Mettetal Airport in Plymouth, Michigan. The contract term remains unchanged, May 9, 2005, through May 8, 2008. The revised contract amount will be \$27,630. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$13,082	\$11,088	\$24,170
State Restricted Aeronautics Funds	\$ 688	\$ 2,772	\$ 3,460
Total	<u>\$13,770</u>	<u>\$13,860</u>	<u>\$27,630</u>

Purpose/Business Case: To increase funds by \$13,680 to add design engineering services for the grooving and pavement remarking of runway 18-36, the installation of obstruction lighting on two t-hangars, and the selection of decorative fencing to be installed to the project. The consultant was near completion of the design when a recent airport layout plan (ALP) update determined that changes needed to be made to the project. MDOT decided to add work to the project, based on the results of the updated ALP. The declared distance concept cannot be used as originally thought to meet Federal Aviation Administration (FAA) specifications. The runway must be shortened instead. The shorter length warrants grooving the runway. The obstruction lights were added to meet FAA specifications for objects in the transitional surface. The decorative fencing is being added to incorporate context sensitive solutions into the project and to enhance the overall look of the airport for the local community.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. In addition, the new decorative fencing will fit in with the local community and improve the appearance of the airport.

Funding Source: FAA Funds - \$24,170; State Restricted Aeronautics Funds - \$3,460; Contract Total - \$27,630.

Commitment Level: The contract is based on a lump sum with fixed costs.

Risk Assessment: The risk of not awarding this amendment is the loss of federal funding for this project, as well as noncompliance with FAA standards.

Cost Reduction: The costs for the project were negotiated for further cost reductions.

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

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

Zip Code: 48187.

88. *MULTI-MODAL (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2006-0075/A1) between MDOT and the Wexford County Airport Authority (WCAA) will add the removal of trees from the runway approach to the project and will increase the contract amount by \$43,000. The original contract provides for clearing (phase 2) at the Wexford County Airport in Cadillac, Michigan. The contract term remains unchanged, December 7, 2005, through December 6, 2025. The revised contract amount will be \$199,450. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$148,628	\$34,400	\$183,028
State Restricted Aeronautics Funds	\$ 3,911	\$ 7,525	\$ 11,436
WCAA Funds	\$ 3,911	\$ 1,075	\$ 4,986
Total	<u>\$156,450</u>	<u>\$43,000</u>	<u>\$199,450</u>

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the removal of additional trees found to be obstructing the runway approach surfaces and to increase the contract amount by \$43,000, accordingly.

Benefit: Will provide the funding needed to complete the work and close the project.

Funding Source: Federal Aviation Administration Funds - \$183,028; State Restricted Aeronautics Funds - \$11,436; WCAA Funds - \$4,986; Contract Total - \$199,450.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the clearing would not be completed. WCAA would be responsible for the additional clearing costs. The airport authority cannot afford the additional costs 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: 49601.

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

Contract (2006-0374) between MDOT and the Manistee County Board of Commissioners will provide federal and state grant funds for the design of a terminal building, entrance road, and parking lot 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 \$99,000. Source of Funds: FAA Funds (via block grant) - \$79,200; State Restricted Aeronautics Funds - \$17,325; Manistee County Funds - \$2,475.

Purpose/Business Case: To provide for the development of engineering plans for a new terminal building, entrance road, and parking lot.

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

Funding Source: FAA Funds (via block grant) - \$79,200; State Restricted Aeronautics Funds - \$17,325; Manistee County Funds - \$2,475; Contract Total - \$99,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49660.

90. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0375) between MDOT and the City of Greenville will provide federal and state grant funds for the land acquisition costs of parcel E10 at the Greenville Municipal Airport in Greenville, 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 \$30,000. Source of Funds: FAA Funds (via block grant) - \$24,000; State Restricted Aeronautics Funds - \$5,250; City of Greenville Funds - \$750.

Purpose/Business Case: To provide for the land acquisition costs of parcel E10. The costs will include appraisal, appraisal review, and easement costs.

Benefit: Will provide the easement needed for the future extension of runway 10/28.

Funding Source: FAA Funds (via block grant) - \$24,000; State Restricted Aeronautics Funds - \$5,250; City of Greenville Funds - \$750; Contract Total - \$30,000.

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: All contracts for land acquisition are in accordance with FAA guidelines. Contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

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

Zip Code: 48838.

91. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0376) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide federal and state grant funds for the land acquisition costs of parcels E34 through E39 at the South Haven Area Regional Airport in South Haven, 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 \$106,000. Source of Funds: FAA Funds (via block grant) - \$84,800; State Restricted Aeronautics Funds - \$18,550; SHARAA Funds - \$2,650.

Purpose/Business Case: To provide for the land acquisition costs of parcels E34 through E39. The costs will include parcel acquisition, closing costs, and attorney fees. The land is needed in order to maintain a safe approach to the airport that is free of existing or future obstructions.

Benefit: Will enhance the safety for airport users.

Funding Source: FAA Funds (via block grant) - \$84,800; State Restricted Aeronautics Funds - \$18,550; SHARAA Funds - \$2,650; Contract Total - \$106,000.

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: All contracts for land acquisition are in accordance with FAA guidelines. Contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

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

Zip Code: 49090.

92. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0377) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the land acquisition condemnation costs for parcels E24 and 35 at the Livingston County-Spencer J. Hardy 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 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 \$700,000. Source of Funds: FAA Funds (via block grant) - \$560,000; State Restricted Aeronautics Funds - \$122,500; Livingston County Funds - \$17,500.

Purpose/Business Case: To provide for the land acquisition condemnation costs for parcels E24 and 35. The costs include attorney and expert witness fees and the court-awarded settlement amount.

Benefit: The settlement will enable the land to be acquired for the future runway extension project.

Funding Source: FAA Funds (via block grant) - \$560,000; State Restricted Aeronautics Funds - \$122,500; Livingston County Funds - \$17,500; Contract Total - \$700,000.

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 court-ordered settlement is not negotiable.

Selection: N/A.

New Project Identification: This is for reimbursement of condemnation costs.

Zip Code: 48855.

93. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0383) between MDOT and the Village of Sparta will provide state grant funds for the land acquisition costs of parcels 48, 49, 65, and 66 at the Paul C. Miller-Sparta Airport in Sparta, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$800,000. Source of Funds: State Restricted Aeronautics Funds - \$760,000; Village of Sparta Funds - \$40,000.

Purpose/Business Case: To provide for the land acquisition costs for parcels 48, 49, 65, and 66. The costs include parcel relocation and closing costs. The land is needed in order to maintain a safe approach to the airport that is free of existing or future obstructions.

Benefit: Will enhance the safety of airport users.

Funding Source: State Restricted Aeronautics Funds - \$760,000; Village of Sparta Funds - \$40,000; Contract Total - \$800,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: All contracts for land acquisition are in accordance with Federal Aviation Administration guidelines.

Selection: N/A.

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

Zip Code: 49345.

94. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements
Contract (2006-0397) between MDOT and the Frankfort City-County Airport Authority (FCCAA) will provide federal and state grant funds for the design and construction of improvements to Runway 33 at the Dow Memorial Airport in Frankfort, 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 \$455,000. Source of Funds: FAA Funds (via block grant) - \$364,000; State Restricted Aeronautics Funds - \$79,625; FCCAA Funds - \$11,375.

Purpose/Business Case: To provide for the design and construction of improvements to Runway 33, including runway safety area site work, wetland mitigation, and Airport Road relocation.

Benefit: The construction of the airport improvements will enhance the safety of the airport. The design engineering will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$364,000; State Restricted Aeronautics Funds - \$79,625; FCCAA Funds - \$11,375; Contract Total - \$455,000.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49635.

95. MULTI-MODAL (Aeronautics) - Runway and Taxiway Rehabilitation
Contract (2006-0399) between MDOT and the City of Midland will provide federal and state grant funds for the rehabilitation of runway 18/36, the installation of medium intensity runway lights (MIRL) on runway 18/36, and the rehabilitation of the parallel taxiway at the Jack Barstow Airport in Midland, 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 \$606,100. Source of Funds: FAA Funds (via block grant) - \$484,880; State Restricted Aeronautics Funds - \$106,068; City of Midland Funds - \$15,152.

Purpose/Business Case: To provide for the rehabilitation of runway 18/36, the installation of MIRL on runway 18/36, and the rehabilitation of the parallel taxiway. The existing pavements are in poor condition and the lighting system is over twenty years old.

Benefit: The rehabilitation will extend the useful life of the pavements and enhance the safety of the airport. The new pavements and new lighting will reduce maintenance costs for the city.

Funding Source: FAA Funds (via block grant) - \$484,880; State Restricted Aeronautics Funds - \$106,068; City of Midland Funds - \$15,152; Contract Total - \$606,100.

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 four bidders.

Selection: N/A.

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

Zip Code: 48640.

96. MULTI-MODAL (Aeronautics) - Taxiway Extension and Rehabilitation

Contract (2006-0401) between MDOT and the Livingston County Board of Commissioners will provide state grant funds for the extensions of taxiways A and B and for the rehabilitation of taxiway B at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,050,000. Source of Funds: State Restricted Aeronautics Funds - \$1,947,500; Livingston County Funds - \$102,500.

Purpose/Business Case: To provide for the extensions of taxiways A and B and for the rehabilitation of taxiway B.
Benefit: Will enhance the safety of larger aircraft using the taxiways. This is another phase of the new runway project.

Funding Source: State Restricted Aeronautics Funds - \$1,947,500; Livingston County Funds - \$102,500; Contract Total - \$2,050,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

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

Zip Code: 48855.

97. MULTI-MODAL (Aeronautics) - Purchase Equipment and Construct Building

Contract (2006-0402) between MDOT and the City of Sault Ste. Marie will provide state grant funds for the purchase of snow removal equipment (SRE) and for the construction of a building to house the SRE at the Sault Ste. Marie Municipal-Sanderson Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$300,000. Source of Funds: State Restricted Aeronautics Funds - \$285,000; City of Sault Ste. Marie Funds - \$15,000.

Purpose/Business Case: To provide for the purchase of SRE and for the construction of a building to house the SRE.

Benefit: The existing equipment is beyond its useful life and is no longer cost efficient to operate. The new equipment will provide for the efficient removal of snow and allow the airport to remain open regardless of the season. The SRE building will provide a place to store the equipment when it is not being used.

Funding Source: State Restricted Aeronautics Funds - \$285,000; City of Sault Ste. Marie Funds - \$15,000; Contract Total - \$300,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: The SRE building is new construction. The new SRE will replace worn out equipment. The percentage of new work is 49 percent.

Zip Code: 49783.

98. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0404) between MDOT and the Mackinac County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcel E14 at the Mackinac County Airport in St. Ignace, 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 \$12,000. Source of Funds: FAA Funds (via block grant) - \$9,600; State Restricted Aeronautics Funds - \$2,100; Mackinac County Funds - \$300.

Purpose/Business Case: To provide for the land acquisition costs of parcel E14. The consultant costs include property survey, title work, appraisal and appraisal review, and negotiations.

Benefit: Will provide existing approach protection for the safety of airport users and surrounding properties.

Funding Source: FAA Funds (via block grant) - \$9,600; State Restricted Aeronautics Funds - \$2,100; Mackinac County Funds - \$300; Contract Total - \$12,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

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

Zip Code: 49781.

99. MULTI-MODAL (Aeronautics) - Runway Safety Area Improvements

Contract (2006-0405) between MDOT and the Muskegon County Board of Commissioners will provide federal and state grant funds for improvements to the runway safety area (RSA) on runway 14/32 at the Muskegon County Airport in Muskegon, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$5,929,958. Source of Funds: FAA Funds - \$5,633,461; State Restricted Aeronautics Funds - \$148,248; Muskegon County Funds - \$148,249.

Purpose/Business Case: To provide for improvements to the RSA on runway 14/32, including the land acquisition costs of ten parcels and eleven partial parcels, which are needed for utilities and road relocation; the shifting and extending of runway 14/32 (phase 1); the construction of a perimeter road (phase 1); the relocation of Grand Haven Road; for the vacating and closing of Ellis Road easement; and the relocation of navigational aids.

Benefit: All of the RSA improvements are required in order to shift and extend runway 32, which is required by the FAA to allow for 1,000 feet of safety area at each runway end.

Funding Source: FAA Funds - \$5,633,461; State Restricted Aeronautics Funds - \$148,248; Muskegon County Funds - \$148,249; Contract Total - \$5,929,958.

* Denotes a non-standard contract/amendment

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

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders. Consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49441.

100. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization Revision (Z29/R1) under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$117,564 in unspent FY 2005 funds to the authorization. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2005, through September 30, 2006. The revised authorization amount will be \$328,169. Source of Funds: 80% Federal Highway Administration Funds and 20% GVMC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 80% Federal Highway Administration Funds and 20% GVMC Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49503.

101. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization Revision (Z1/R1) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$77,656 in unspent FY 2005 funds to the authorization. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2005, through September 30, 2006. The revised authorization amount will be \$849,082. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

* Denotes a non-standard contract/amendment

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49503.

102. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization Revision (Z4/R1) under Master Agreement (2006-0004) between MDOT and Grand Valley Metropolitan Council (GVMC) will add \$59,532 in unspent FY 2005 funds to the authorization. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2005, through September 30, 2006. The revised authorization amount will be \$119,532. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49503.

103. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization Revision (Z5/R1) under Master Agreement (2006-0004) between MDOT and Grand Valley Metropolitan Council (GVMC) will add \$98,483 of FY 2005 unspent funds to the authorization. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2005, through September 30, 2006. The revised authorization amount will be \$143,483. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Risk Assessment: Failure to comply with federal regulations as cited above could result in the decertification of the MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49503.

104. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization Revision (Z2/R1) under Master Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council will add \$46,720 in FY 2005 unspent funds to the authorization. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2005, through September 30, 2006. The revised authorization amount will be \$204,853. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% Macatawa Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 81.85% Federal Highway Administration Funds and 18.15% Macatawa Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49424.

105. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z5) issued under Master Planning Agreement (2006-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRD) will provide for the undertaking of the Higher Education Area Access Study. The project will analyze land use and travel patterns, expanding upon social, economic and transportation data within the study area to identify transportation access issues for the major transportation corridors that affect this area, determine the causes of those issues, identify multi-modal needs, and develop a long-term vision for the area. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$75,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Transit Administration Funds and 20% WMSRD Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide for funding for assistance in the undertaking of transportation planning activities at the local and regional levels.

Funding Source: 80% Federal Highway Transit Funds and 20% WMSRD Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49443.

106. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z7) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the development of a transportation plan for the Petoskey area for both state and local roads. The study will identify and prioritize needed transportation improvements for the existing road systems in the city of Petoskey, Resort Township, and Bear Creek Township. The area's land use plans will be reviewed and transportation land use recommendations will be made to enhance the success of identified transportation system improvements and management strategies. The project will aim to identify methods of improving circulation, mobility, and safety in the Petoskey area. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$250,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This project was previously submitted to and approved at the May 16, 2006, State Administrative Board meeting as Authorization (2006-0025/Z9). However, the correct authorization number is (2006-0018/Z7).

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

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

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted 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. The risk of not performing these activities would be an increased workload for MDOT personnel.

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

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49685.

107. TRANSPORTATION PLANNING - IDS ITS Consultant Services

Authorization (Z1) under Contract (2006-0298) between MDOT and the Center for Automotive Research (CAR) will provide for assistance in the development of strategic planning tools for ITS to help Michigan maintain its place as a public leader in vehicle infrastructure integration (VII). In addition, CAR will facilitate the process of building relationships between MDOT and the major United States automakers in order to achieve an integrated, efficient transportation system that uses both public and private resources. The authorization will be in effect from July 1, 2006, through December 31, 2006. The authorization amount will be \$145,958.01. The contract term is July 1, 2006, through September 30, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for assistance from CAR in the development of strategic planning tools for ITS to help Michigan maintain its place as a public leader in vehicle infrastructure integration (VII). In addition, CAR will facilitate the process of building relationships between MDOT and the major United States automakers in order to achieve an integrated, efficient transportation system that uses both public and private resources.

Benefit: A streamlined, focused approach for coordination of efforts between MDOT and the major automotive companies to keep the VII initiatives and test beds in Michigan and to help Michigan maintain its place as the automotive capital and a world leader for automotive/technology innovations.

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: The risk of not authorizing this contract is that the automotive companies will move the VII initiatives to other states, and Michigan may not retain its position as a national leader.

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

Selection: Best/sole source.

New Project Identification: This is not a new project.

Zip Code: 48108.

108. *TRANSPORTATION PLANNING - Kirkland's Warbler Replacement Lands
Memorandum of Agreement (MOA) (2006-0386) between MDOT and the United States Forest Service will provide for MDOT to acquire ownership of 46.4 acres of land designated as Essential Habitat for the Kirkland's Warbler by the United States Forest Service and transfer ownership to the United States Forest Service or a mutually agreeable party in exchange for MDOT being allowed to occupy land currently owned by the United States Forest Service. MDOT is widening M-33 and needs to acquire approximately 46 acres to replace the property it needs for the M-33 construction project. This agreement complies with requirements under Section 7 of the federal Endangered Species Act and the National Environmental Policy Act. The United States Forest Service and the United States Fish and Wildlife Service have endorsed this approach, which will facilitate the M-33 passing relief lane construction in Oscoda County and allow it to meet the July bid letting. If this agreement is not signed and delivered promptly, Federal Highway Administration funding under the Passing Relief Lane template will not be available and the M-33 project will not be built. The MOA will take effect upon award; it will remain in effect until official notice is given by the United States Forest Service that the requirements have been fully satisfied. This is a zero dollar MOA.

Purpose/Business Case: To provide a commitment from MDOT to purchase 46.4 acres of previously identified Essential Habitat for the Kirkland's Warbler for transfer to a land resource agency. The agreement to purchase satisfies requirements under the federal Endangered Species Act and policies of the United States Forest Service per the Kirkland's Warbler management strategy. This will also satisfy all applicable state laws related to the protection of threatened and endangered species (PA 451).

Benefit: Will provide for the acquisition of land to be used to build passing relief lanes in the Huron-Manistee National Forest, based on a permit to occupy. This will benefit the motoring public by decreasing the number of injuries and fatal crashes along this portion of M-33. The obligation to replace said lands for the protection of the Kirkland's Warbler is a prerequisite for approval of the permit to occupy, based upon its designation as Essential Habitat.

Funding Source: N/A.

Commitment Level: N/A.

Risk Assessment: If this MOA is not awarded, the final clearance of the project cannot be made internally, and the project cannot go to bid. The awarded MOA is a requirement of the United States Forest Service, and the use of the land by MDOT cannot be consummated without it. The potential reduced risk of injury or death to travelers will not be realized if the project is not built.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48647.

109. *TRANSPORTATION PLANNING - Hewitt House Historic Renovation
Memorandum of Understanding (MOU) (2006-0388) between MDOT and the Michigan Department of History Arts and Libraries (HAL) will provide funding for the renovation of the Hewitt House at the Walker Tavern State Historic Site along the US-12 Historic Heritage Route. The MOU will be in effect from the date of award through June 30, 2009. The MOU amount will be \$265,231. Source of Funds: 80% Federal Highway Administration Funds and 20% HAL Funds.

Purpose/Business Case: To provide for historic resource protection for a nationally recognized historic landmark along a state trunkline highway and designated Michigan Heritage Route. HAL will provide coordination and oversight of the required activities.

Benefit: Will provide historic resource protection for the Hewitt House at the Walker Tavern State Historic Site.

Funding Source: 80% Federal Highway Administration Funds (Michigan Enhancement Program) and 20% HAL Funds.

Commitment Level: This is on an actual cost basis.

Risk Assessment: Failure to award this project could jeopardize future enhancement project funding for MDOT.

Cost Reduction: This is on an actual cost basis.

Selection: N/A.

New Project Identification: This is a new enhancement project.

Zip Code: 49230.

Funding Source:

47066A		
City of Dearborn		2.97 %
Federal Highway Administration Funds		81.83 %
State Restricted Trunkline Funds		15.20 %
51498A		
City of Dearborn		2.27 %
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		15.88 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48126.

111.	LETTING OF MAY 05, 2006	ENG. EST.	LOW BID
	PROPOSAL 0605002	\$ 1,053,735.48	\$ 946,261.79
	PROJECT ST 08011-84038, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 07, 2006		
	COMPLETION DATE - SEPTEMBER 15, 2006		-10.20 %

5.27 mi of hot mix asphalt overlay on M-43 from north of Shultz Road northerly to the eastern springpoint of M-37, and 5.96 mi of hot mix asphalt cold milling and overlay on M-43 from north of Ridgewood Drive northerly to south of Bush Road, Barry County. This project includes a 3 year pavement performance warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 946,261.79	Same	1 **
Michigan Paving & Materials Co.	\$ 1,077,538.95	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,187,169.92	Same	3

3 Bidders

Purpose/Business Case: This project is a part of two programs: The Capital Preventive Maintenance Program and The Non-Freeway Resurfacing Program. The Capital Preventive Maintenance Program intends to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs. The Non-Freeway Resurfacing Program will preserve the structural integrity and extend 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 slow 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. In addition, to improve ride quality of approximately 300 low volume, non-freeway lane miles a year for four years (2004-2007).

Funding Source:

84038A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %
 85473A
 State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 49060.

112. LETTING OF MAY 05, 2006 ENG. EST. LOW BID
 PROPOSAL 0605003 \$ 1,264,949.23 \$ 1,294,551.45
 PROJECT BHT 73021-79615-2, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 17, 2006
 COMPLETION DATE - OCTOBER 20, 2006 2.34 %

Structural steel, substructure repair and scour protection on M-57 over the Shiawassee River, deep overlay, beam and substructure repair on M-52 over Marsh Creek and over Williams Creek, abutment repair and scour counter measures on M-57 over Deer Creek, in the village of Chesaning, Saginaw County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 1,294,551.45	Same	1 **
L.W. Lamb, Inc.	\$ 1,422,467.90	Same	2
Anlaan Corporation	\$ 1,439,866.13	Same	3
C.A. Hull Co., Inc.	\$ 1,482,795.53	Same	4
Hardman Construction, Inc.			
Structural Group, Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Co.			
Posen Construction, Inc.			
Davis Construction, Inc.			

4 Bidders

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

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

Funding Source:

79615A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
81110A		
State Restricted Trunkline Funds	100	%
81692A		
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: 48616.

113.	LETTING OF MAY 05, 2006	ENG. EST.	LOW BID
	PROPOSAL 0605035	\$ 440,472.58	\$ 396,823.43
	PROJECT STG 84912-85692, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 03, 2006		-9.91 %

Traffic signal modernization on US-10, US-31 and M-115 at 8 locations and on US-131 and M-55 at 4 locations in the Cadillac TSC area in the cities of Ludington, Manton and Scottville, Mason and Wexford Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 396,823.43	Same	1 **
Strain Electric Company	\$ 398,998.10	Same	2
Windemuller Electric, Inc.	\$ 429,856.00	Same	3
Trans Tech Electric Limited Partner	\$ 437,120.00	Same	4
Metropolitan Power & Lighting, Inc.			

4 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:

85692A
 Federal Highway Administration Funds 100 %
 85693A
 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: Traffic signal modernization.

Zip Code: 49738 Region-wide.

114. LETTING OF MAY 05, 2006
 PROPOSAL 0605038 ENG. EST. LOW BID
 \$ 648,100.75 \$ 678,260.74
 PROJECT STH 63071-80348
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 05, 2006
 COMPLETION DATE - AUGUST 31, 2006 4.65 %

0.47 mi of constructing a center turn lane and widening, upgrading drainage, shoulders, permanent pavement marking and signing on M-15, south of Rattalee Lake Road, Oakland County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 678,260.74	Same	1 **
Ajax Paving Industries, Inc.	\$ 733,509.08	Same	2
Zito Construction Co.	\$ 799,258.75	Same	3
Ron Bretz Excavating, Inc.	\$ 818,729.00	Same	4
Ace Asphalt & Paving Co.			
The Oakland Excavating Company			
ABC Paving Company			

4 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:

80348A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %

117. LETTING OF MAY 05, 2006
 PROPOSAL 0605078
 PROJECT STT 11052-85852
 LOCAL AGRMT.
 START DATE - JUNE 11, 2006
 COMPLETION DATE - JULY 27, 2007

ENG. EST.	LOW BID
\$ 416,122.28	\$ 476,190.41
	% OVER/UNDER EST.
	14.44 %

2.38 mi of hot mix asphalt cold milling and resurfacing on Old 31 from south of Deans Hill Road northwesterly to Lemon Creek in the village of Berrien Springs, Berrien County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 476,190.41	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 509,563.83	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 delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

85852A

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: 49103.

118. LETTING OF MAY 05, 2006
 PROPOSAL 0605079
 PROJECT IM 38101-86015
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 04, 2006

ENG. EST. LOW BID
 \$ 2,400,022.75 \$ 2,538,189.60
 % OVER/UNDER EST.
 5.76 %

5.71 mi of hot mix asphalt cold milling and single course hot mix asphalt resurfacing on I-94 from Michigan Avenue easterly to east of Sandstone Road, Jackson County. This project includes two 3 year pavement performance warranties.

A 2006 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 2,538,189.60	Same	1 **
Aggregate Industries-Central Region	\$ 2,567,457.00	Same	2
Rieth-Riley Construction Co., Inc.			

2 Bidders

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

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

Funding Source:

86015A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49269.

119. LETTING OF MAY 05, 2006
 PROPOSAL 0605080
 PROJECT STE 63152-50999, ETC
 LOCAL AGRMT. 06-5082
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2008

ENG. EST.
 \$ 1,617,664.86

LOW BID
 \$ 1,586,545.85

% OVER/UNDER EST.
 -1.92 %

1.13 mi of landscaping and concrete curb and gutter and 0.88 mi of hot mix asphalt cold milling and resurfacing, widening and pavement markings on US-24BR (Cesar Chavez Avenue) from Montcalm Street/Cass Avenue north to West Boulevard, in the city of Pontiac, Oakland County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 1,586,545.85	Same	1 **
Angelo Iafrate Construction Company	\$ 1,662,250.06	Same	2
John Carlo, Inc.	\$ 1,681,272.90	Same	3
Dan's Excavating, Inc.	\$ 1,687,090.79	Same	4
Ajax Paving Industries, Inc.	\$ 1,704,382.70	Same	5
Tri-Valley Landscaping, Inc.	\$ 1,969,226.90	Same	6
Pamar Enterprises, Inc.			
ABC Paving Company			

6 Bidders

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

Purpose/Business Case: This project is a combination of two programs: The Transportation Enhancement Program and The Traffic and Safety Program. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads. 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: 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. The treatments recommended in this project scope will 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:

50999A		
Federal Highway Administration Funds	80.00 %	
City of Pontiac	20.00 %	
80292A		
Federal Highway Administration Funds	80.00 %	
City of Pontiac	2.48 %	
State Restricted Trunkline Funds	17.52 %	

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.

123. LETTING OF MAY 05, 2006
 PROPOSAL 0605089
 PROJECT M 78081-86887
 LOCAL AGRMT.
 START DATE - JUNE 26, 2006
 COMPLETION DATE - AUGUST 04, 2006

ENG. EST.
 \$ 386,025.83 \$
 LOW BID
422,738.41
 % OVER/UNDER EST.
 9.51 %

8.74 mi of double chip seal, on M-216 from the east village limits of Marcellus easterly to US-131, in the village of Marcellus, Cass and St. Joseph Counties. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, Inc.	\$ 422,738.41	Same	1 **
Pavement Maintenance Systems, Inc.	\$ 485,594.30	Same	2
Terry Asphalt Materials Inc.	\$ 572,369.21	Same	3

3 Bidders

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

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

Funding Source:

86887A

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: 49067.

LOCAL PROJECTS

129. LETTING OF MAY 05, 2006 ENG. EST. LOW BID
 PROPOSAL 0605004 \$ 1,006,237.12 \$ 1,164,193.85
 PROJECT MCS 33011-83820
 LOCAL AGRMT. 06-5040 % OVER/UNDER EST.
 START DATE - AUGUST 14, 2006
 COMPLETION DATE - NOVEMBER 30, 2006 15.70 %

Remove existing structure and construct a prestressed, spread concrete box beam bridge on Old Plank Road over the Grand River, in Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hardman Construction, Inc.	\$ 1,164,193.85	Same	1 **
Davis Construction, Inc.	\$ 1,247,795.57	Same	2
Anlaan Corporation	\$ 1,298,249.82	Same	3
C.A. Hull Co., Inc.	\$ 1,378,169.22	Same	4
Milbocker and Sons, Inc.	\$ 1,419,422.12	Same	5
S.L. & H. Contractors, Inc.			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
J. Slagter & Son Construction Co.			

5 Bidders

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It 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:

83820A

Ingham County	5.00 %
State Restricted Trunkline Funds	95.00 %

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 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: 49264.

130. LETTING OF MAY 05, 2006
 PROPOSAL 0605005
 PROJECT MCS 33001-83819
 LOCAL AGRMT. 06-5041
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 15, 2006

ENG. EST. \$ 528,645.85
 LOW BID \$ 633,530.34
 % OVER/UNDER EST. 19.84 %

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on College Road over Sycamore Creek, in Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J.E. Kloote Contracting, Inc.	\$ 633,530.34	Same	1 **
Midwest Bridge Company	\$ 651,591.10	Same	2
Davis Construction, Inc.	\$ 673,375.86	Same	3
Milbocker and Sons, Inc.	\$ 681,077.02	Same	4
Anlaan Corporation	\$ 684,262.80	Same	5
Walter Toebe Construction Co.	\$ 701,255.75	Same	6
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
McDowell Construction, L.L.C.			
Hardman Construction, Inc.			
E.T. MacKenzie Company			
S.L. & H. Contractors, Inc.			

6 Bidders

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It 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:

83819A
 Ingham County 5.00 %
 State Restricted Trunkline Funds 95.00 %

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 affect vehicular traffic to the point of restricting emergency services.

134. LETTING OF MAY 05, 2006
 PROPOSAL 0605009
 PROJECT EDDF 34555-76651, ETC
 LOCAL AGRMT. 06-5098
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST. LOW BID
 \$ 1,715,127.89 \$ 1,776,764.21

% OVER/UNDER EST.
 3.59 %

4.6 mi of hot mix asphalt base widening, cold in place recycling, hot mix asphalt resurfacing, guardrail, drainage improvements, clearing, tree removal and ditch clean out on Grand River Avenue from Sunfield Highway to Portland Road and on Grand River Avenue from Sunfield Highway to Kelsy Road, in Ionia County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,776,764.21	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,800,542.54	Same	2
Aggregate Industries-Central Region	\$ 2,236,544.80	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 Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

76651A	
Ionia County	20.00 %
Federal Highway Administration Funds	50.00 %
State Restricted Economic Development Funds	30.00 %
76836A	
Ionia County	20.00 %
Federal Highway Administration Funds	50.00 %
State Restricted Economic Development Funds	30.00 %

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: 48875.

136. LETTING OF MAY 05, 2006
 PROPOSAL 0605013
 PROJECT STH 21609-80580, ETC
 LOCAL AGRMT. 06-5127
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 20, 2006

ENG. EST.
 \$ 1,963,997.50

LOW BID
 \$ 1,892,641.66

% OVER/UNDER EST.
 -3.63 %

6.26 mi of hot mix asphalt base crushing and shaping, hot mix asphalt resurfacing, bridge railing and culvert replacement, guardrail upgrades, intersection improvements and roadway realignment on County Road 535 west of County Road B33 to Highway M-35 and replace culverts and roadway resurfacing on County Road 535 over Bark River in Delta County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 1,892,641.66	Same	1 **
Payne & Dolan, Inc.	\$ 1,936,506.33	Same	2
A. Lindberg & Sons, Inc.	\$ 2,375,768.10	Same	3
Yalmer Mattila Contracting, Inc.			
Hebert Construction Company			
Hardman Construction, Inc.			
Anlaan Corporation			
Oberstar, 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 Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

80580A		
Delta County		20.00 %
Federal Highway Administration Funds		80.00 %
83408A		
Delta County		16.00 %
Federal Highway Administration Funds		67.00 %
State Restricted Economic Development Funds		17.00 %

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.

139. LETTING OF MAY 05, 2006
 PROPOSAL 0605016
 PROJECT EDDF 03555-51643
 LOCAL AGRMT. 06-5109
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 03, 2006

ENG. EST. LOW BID
 \$ 1,998,754.25 \$ 1,713,000.00

% OVER/UNDER EST.
 -14.30 %

3.30 mi of hot mix asphalt reconstruction with clearing, grading and drainage improvements on 142nd/2nd/141st Streets from Kalamazoo Drive to 2nd Street and 2nd Street to Patterson Avenue, in Allegan County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Robert Bailey Contractors, Inc.	\$ 1,713,000.00	Same	1 **
Brenner Excavating, Inc.	\$ 1,781,164.39	Same	2
Kentwood Excavating, Inc.	\$ 1,864,620.00	Same	3
Milbocker and Sons, Inc.	\$ 1,869,197.22	Same	4
Schippers Excavating, Inc.	\$ 1,953,795.50	Same	5
D.J. McQuestion & Sons, Inc.	\$ 1,983,788.36	\$ 1,983,588.36	6
Kamminga & Roodvoets, Inc.	\$ 2,105,788.85	Same	7
Maclean Construction Company	\$ 2,202,681.67	Same	8
Nashville Construction Company	\$ 2,231,681.51	Same	9
Diversco Construction Company Inc.	\$ 2,785,934.40	Same	10
Hoffman Bros., Inc.			
Nagel Construction, Inc.			
Peters Construction Co.			
Fisher Contracting Company			
Balkema Excavating, Inc.			
Kalin Construction Co., Inc.			

10 Bidders

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

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

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

Funding Source:

51643A

Allegan County	1.63 %
Federal Highway Administration Funds	78.69 %
State Restricted Economic Development Funds	19.68 %

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

Risk Assessment: 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: 49348.

140. LETTING OF MAY 05, 2006
 PROPOSAL 0605017
 PROJECT STL 26030-86874, ETC
 LOCAL AGRMT. 06-5148
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 04, 2006

	ENG. EST.	LOW BID
	\$ 281,081.00	\$ 248,074.96
		% OVER/UNDER EST.
		-11.74 %

2.05 mi of hot mix asphalt road paving, aggregate shoulders, and pavement marking on Howard Road from Hockaday Road to Shaffer Road, and on Three Rivers Road from M-61 to 1.01 mi northerly, in Gladwin County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 248,074.96	Same	1 **
Central Asphalt, Inc.	\$ 279,792.00	Same	2
Pyramid Paving & Contracting Co.	\$ 288,334.90	Same	3
Saginaw Asphalt Paving Company	\$ 292,186.98	Same	4
Bolen Asphalt Paving, Inc.	\$ 292,789.04	Same	5

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:

86874A	
Gladwin County	20.00 %
Federal Highway Administration Funds	80.00 %
86876A	
Gladwin County	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.

Zip Code: 48612.

143. LETTING OF MAY 05, 2006
 PROPOSAL 0605020
 PROJECT MCS 36005-59708
 LOCAL AGRMT. 06-5106
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2006

ENG. EST. LOW BID
 \$ 1,306,806.90 \$ 1,578,115.11

% OVER/UNDER EST.
 20.76 %

Bridge removal and replacement along with related approach work on Old M-69 over the Michigamme River, in Iron County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 1,578,115.11	Same	1 **
A. Lindberg & Sons, Inc.			
Yalmer Mattila Contracting, Inc.			
Hardman Construction, Inc.			
Bacco Construction Company			
J. Slagter & Son Construction Co.			
Zenith Tech, Inc.			
Lunda Construction Company			
Snowden, Inc.			

1 Bidder

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It 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:

59708A

Iron County	5.00 %
State Restricted Trunkline Funds	95.00 %

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 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: 49920.

145. LETTING OF MAY 05, 2006
 PROPOSAL 0605022
 PROJECT EDDF 27555-73573
 LOCAL AGRMT. 06-5100
 START DATE - JULY 10, 2006
 COMPLETION DATE - AUGUST 25, 2006

ENG. EST.
 \$ 239,837.97

LOW BID
 \$ 230,724.98

% OVER/UNDER EST.
 -3.80 %

1.59 mi hot mix asphalt base crushing and shaping,
 hot mix asphalt cold milling and resurfacing, and
 aggregate shoulders on Old US-2 from US-2 to the Bessemer
 Township/Wakefield city limits, Gogebic County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Mathy Construction Company	\$ 230,724.98	Same	1 **
Northeast Asphalt, Inc.	\$ 266,467.65	Same	2
Angelo Luppino, Inc.	\$ 292,008.30	Same	3
Bacco Construction Company	\$ 351,608.68	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. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

73573A

Gogebic County	20.00 %
Federal Highway Administration Funds	49.00 %
State Restricted Economic Development Funds	31.00 %

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: 49959.

146. LETTING OF MAY 05, 2006
 PROPOSAL 0605023
 PROJECT STE 82073-86020
 LOCAL AGRMT. 06-5135
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2009

ENG. EST.
 \$ 549,440.62

LOW BID
 \$ 467,195.47

% OVER/UNDER EST.
 -14.97 %

1.10 mi of hot mix asphalt path, concrete sidewalk,
 landscaping and signs on West Vernor Highway from Miller
 Road to Fort Street in the cities of Detroit and Dearborn,
 Wayne County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
ABC Paving Company	\$ 467,195.47	Same	1 **
Cadillac Asphalt, LLC.	\$ 506,275.43	Same	2
Posen Construction, Inc.	\$ 522,725.60	Same	3
L. Squared Construction, LLC.	\$ 536,111.20	Same	4
DeAngelis Landscape, Inc.			
Marine City Nursery Company			
Ajax Paving Industries, Inc.			
Abbott Construction, Inc.			
Warren Contractors & Development			
Bryant Asphalt Paving, Inc.			
Anderson-Fischer & Associates, Inc.			
Florence Cement Company			
Century Cement Company, 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:

86020A
 Wayne County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48209.

147. LETTING OF MAY 05, 2006
 PROPOSAL 0605024
 PROJECT EDDF 71555-83210
 LOCAL AGRMT. 06-5151
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2006

ENG. EST.
 \$ 681,981.40

LOW BID
 \$ 737,602.44

% OVER/UNDER EST.
 8.16 %

3.37 mi of hot mix asphalt road resurfacing, including
 crushing and shaping, culverts, and guardrail on West 638
 Highway from west of Dewyre Road to County Road
 451, Presque Isle County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 737,602.44	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 777,045.91	Same	2
Payne & Dolan, Inc.			

2 Bidders

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

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

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

Funding Source:

83210A

Presque Isle County	7.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Economic Development 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 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: 49743.

148. LETTING OF MAY 05, 2006
 PROPOSAL 0605025
 PROJECT MCS 25019-83863
 LOCAL AGRMT. 06-5108
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 29, 2006

ENG. EST.
 \$ 754,689.60

LOW BID
 \$ 799,978.10

% OVER/UNDER EST.
 6.00 %

Bridge removal and replacement along with related approach work on west 12th Street at Thread Creek in the city of Flint, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Iafrate Construction Company	\$ 799,978.10	Same	1 **
Posen Construction, Inc.	\$ 829,511.24	Same	2
Hardman Construction, Inc.	\$ 873,942.16	Same	3
Anlaan Corporation	\$ 898,947.16	Same	4
Milbocker and Sons, Inc.	\$ 965,390.09	Same	5
C.A. Hull Co., Inc.			
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Co.			
Heystek Contracting Inc.			
Davis Construction, Inc.			
S.L. & H. Contractors, Inc.			
Midwest Bridge Company			

5 Bidders

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It 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:

83863A

City of Flint	5.18 %
State Restricted Trunkline Funds	94.82 %

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 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: 48502.

149. LETTING OF MAY 05, 2006
 PROPOSAL 0605026
 PROJECT STH 69609-84979
 LOCAL AGRMT. 06-5120
 START DATE - JUNE 12, 2006
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.
 \$ 265,962.25

LOW BID
 \$ 243,045.27

% OVER/UNDER EST.
 -8.62 %

0.12 mi of roundabout installation including pavement removal, hot mix asphalt, curb and gutter and drainage improvements on North Old 27 at Livingston Boulevard, Otsego County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Eastlund Concrete Construction, Inc.	\$ 243,045.27	Same	1 **
Porath Contractors, Inc.	\$ 262,959.25	Same	2
M & M Excavating Co., Inc.	\$ 303,089.53	Same	3
Rieth-Riley Construction Co., Inc.	\$ 311,065.73	Same	4
Payne & Dolan, Inc.			
Schaaf & Associates Construction			
Central Michigan Contracting, Inc.			
Fisher Contracting Company			
McDowell Construction , L.L.C.			
Cordes Excavating, Inc.			
Pyramid Paving & Contracting Co.			

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:

84979A
 Otsego County 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 49735.

150. LETTING OF MAY 05, 2006
 PROPOSAL 0605027
 PROJECT MCS 01009-83833
 LOCAL AGRMT. 06-5123
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 15, 2006

ENG. EST.
 \$ 620,631.55

LOW BID
 \$ 645,162.89

% OVER/UNDER EST.
 3.95 %

Bridge removal and replacement along with related approach work on Mikado Road at Van Etten Creek, Alcona County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
B&B General Contracting, Inc.	\$ 645,162.89	Same	1 **
John Henry Excavating, Inc.	\$ 688,224.50	Same	2
Hardman Construction, Inc.	\$ 699,360.63	Same	3
J.E. Kloote Contracting, Inc.	\$ 741,659.70	Same	4
C.A. Hull Co., Inc.			
Rieth-Riley Construction Co., Inc.			
Anlaan Corporation			
L.W. Lamb, Inc.			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
Jackson Contracting			
Heystek Contracting Inc.			
Davis Construction, Inc.			
S.L. & H. Contractors, Inc.			
McDowell Construction, L.L.C.			

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 replacement of a bridge off the Federal aid route under local jurisdiction. It 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:

83833A

Alcona County	5.00 %
State Restricted Trunkline Funds	95.00 %

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 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: 48745.

151. LETTING OF MAY 05, 2006
 PROPOSAL 0605028
 PROJECT MCS 49007-83884
 LOCAL AGRMT. 06-5124
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2006

ENG. EST.	LOW BID
\$ 506,950.00	\$ 583,104.03
% OVER/UNDER EST.	
	15.02 %

Bridge removal and replacement along with related approach work on Rutledge Road at the Munuscong River, Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Jackson Contracting	\$ 583,104.03	Same	1 **
Anlaan Corporation	\$ 709,168.20	Same	2
C.A. Hull Co., Inc.			
A. Lindberg & Sons, Inc.			
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
Bacco Construction Company			
Snowden, Inc.			
Hebert Construction Company			
Zenith Tech, Inc.			

2 Bidders

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It 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:

83884A

Mackinac County	5.00 %
State Restricted Trunkline Funds	95.00 %

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 affect vehicular traffic to the point of restricting emergency services.

153. LETTING OF MAY 05, 2006
 PROPOSAL 0605030
 PROJECT STU 25402-74602
 LOCAL AGRMT. 06-5155
 START DATE - 10 days after award
 COMPLETION DATE - JULY 31, 2006

	ENG. EST.	LOW BID
\$	499,788.45	\$ 425,182.44
		% OVER/UNDER EST.
		-14.93 %

0.96 mi of hot mix asphalt cold milling and resurfacing, adjusting drainage structure covers, concrete curb and gutter, sidewalk construction and pavement markings on West Court Street from Farnum Street to the west city limits in the city of Flint, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Lois Kay Contracting Co.	\$ 425,182.44	Same	1 **
Ace Asphalt & Paving Co.	\$ 442,398.51	Same	2
Cadillac Asphalt, LLC.	\$ 470,996.40	Same	3
Barrett Paving Materials, Inc.	\$ 505,888.60	Same	4
Florence Cement Company			
C & D Hughes, 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:

74602A	
Federal Highway Administration Funds	81.85 %
City of Flint	18.15 %

Selection: Low bid.

Zip Code: 48504.

155. LETTING OF MAY 05, 2006
 PROPOSAL 0605032
 PROJECT STUL 47476-86085
 LOCAL AGRMT. 06-5140
 START DATE - 10 days after award
 COMPLETION DATE - 150 calendar days

ENG. EST.
 \$ 780,131.63

LOW BID
 \$ 717,214.73

% OVER/UNDER EST.
 -8.06 %

0.75 mi of hot mix asphalt cold milling and hot mix asphalt paving, sidewalk ramp improvements, signing and traffic signal work on Grand River Avenue from Dutcher Street to east of Hope Street in the city of Brighton, Livingston County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 717,214.73	Same	1 **
Cadillac Asphalt, LLC.	\$ 744,674.01	Same	2
Barrett Paving Materials, Inc.	\$ 752,290.83	Same	3
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:

86085A
 City of Brighton 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48116.

156. LETTING OF MAY 05, 2006
 PROPOSAL 0605033
 PROJECT STU 33403-60631, ETC
 LOCAL AGRMT. 06-5137
 START DATE - JUNE 12, 2006
 COMPLETION DATE - AUGUST 31, 2006

ENG. EST. LOW BID
 \$ 997,453.60 \$ 779,179.63

% OVER/UNDER EST.
 -21.88 %

0.27 mi of hot mix asphalt cold milling and resurfacing on Jolly Road from Martin Luther King Boulevard to Washington Avenue, 1.24 mi hot mix asphalt cold milling and resurfacing on West Miller Road from Pleasant Grove Road to Washington Avenue, and 0.45 hot mix asphalt cold milling and resurfacing on West Mount Hope Avenue from Bedford Street to Pleasant Grove Road in the city of Lansing, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 779,179.63	Same	1 **
Michigan Paving & Materials Co.	\$ 861,270.20	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,081,153.51	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:

60631A		
Federal Highway Administration Funds	81.85 %	
City of Lansing	18.15 %	
84307A		
Federal Highway Administration Funds	81.85 %	
City of Lansing	18.15 %	
84310A		
Federal Highway Administration Funds	81.85 %	
City of Lansing	18.15 %	

Selection: Low bid.

Zip Code: 48933.

157. LETTING OF MAY 05, 2006
 PROPOSAL 0605034
 PROJECT EDDF 83555-78376
 LOCAL AGRMT. 06-5150
 START DATE - AUGUST 07, 2006
 COMPLETION DATE - 30 working days

ENG. EST.
 \$ 466,833.30

LOW BID
 \$ 421,398.60

% OVER/UNDER EST.
 -9.73 %

2.96 mi of road resurfacing with minor widening, crushing and shaping, hot mix asphalt paving, and aggregate shoulders on No. 30 Road from No. 1 Road to M-37, Wexford County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 421,398.60	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 443,271.78	Same	2
Elmer's Crane & Dozer, Inc.	\$ 458,238.14	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 resurfacing and widening of a Federal Aid route under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

78376A	
Wexford County	3.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Economic Development Funds	17.00 %

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.

New Project Identification: Resurfacing.

Zip Code: 49638.

158. LETTING OF MAY 05, 2006
 PROPOSAL 0605037
 PROJECT EDDF 73555-76559
 LOCAL AGRMT. 06-5152
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 15, 2006

ENG. EST.
 \$ 391,769.36

LOW BID
 \$ 358,260.35

% OVER/UNDER EST.
 -8.55 %

0.25 mi of hot mix asphalt road reconstruction, including earthwork, aggregate base, concrete curb and gutter, drainage, and concrete sidewalks on Midland Street from Church Street to M-46, in the village of Merrill, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Eastlund Concrete Construction, Inc.	\$ 358,260.35	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 383,261.05	Same	2
Crawford Contracting, Inc.	\$ 390,543.65	Same	3
A. J. Rehms & Son, Inc.	\$ 399,826.45	Same	4
Tri-Valley Landscaping, Inc.	\$ 400,254.95	Same	5
Central Michigan Contracting, Inc.	\$ 403,421.78	Same	6
3-S Construction, Inc.	\$ 415,101.88	Same	7
Champagne and Marx Excavating, Inc.	\$ 419,898.15	Same	8
Fisher Contracting Company	\$ 489,397.00	Same	9
Saginaw Asphalt Paving Company			
Cadwell Brothers Construction			
CRS/Shaw Contracting Co.			
L.J. Construction, Inc.			
Pyramid Paving & Contracting Co.			
Anlaan Corporation			
Wooten Contracting Co.			
Lois Kay Contracting Co.			
Rohde Brothers Excavating, Inc.			
Bourdow Trucking Company			

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

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

Funding Source:

76559A		
Federal Highway Administration Funds	72.12 %	
Village of Merrill	9.85 %	
State Restricted Trunkline Funds	18.03 %	

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: 48637.

159. LETTING OF MAY 05, 2006
 PROPOSAL 0605040 ENG. EST. \$ 648,928.00 LOW BID \$ 654,336.66
 PROJECT STUL 09408-78784
 LOCAL AGRMT. 06-5114 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 25, 2006 0.83 %

0.98 mi of hot mix asphalt cold milling and resurfacing, including utility structure adjustments, permanent pavement markings and miscellaneous improvements on East Midland Road from Euclid Avenue to Two Mile Road in the city of Bay City, Bay County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 654,336.66	Same	1 **
Pyramid Paving & Contracting Co.	\$ 674,018.34	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:

78784A
 Bay County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48706.

161. LETTING OF MAY 05, 2006
 PROPOSAL 0605042
 PROJECT EDDF 03555-83476
 LOCAL AGRMT. 06-5073
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 14, 2006

ENG. EST.
 \$ 1,188,826.50 LOW BID
 \$ 1,020,000.00

% OVER/UNDER EST.
 -14.20 %

0.76 mi of road reconstruction with clearing, grading, sand subbase, aggregate base, hot mix asphalt pavement and restoration on 110th Avenue from M-40 to Williams Bridge Road, Allegan County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Maclean Construction Company	\$ 1,020,000.00	Same	1 **
Milbocker and Sons, Inc.	\$ 1,036,245.15	Same	2
Kamminga & Roodvoets, Inc.	\$ 1,078,674.39	Same	3
Schippers Excavating, Inc.	\$ 1,092,965.45	Same	4
Brenner Excavating, Inc.	\$ 1,098,530.20	Same	5
Nashville Construction Company	\$ 1,367,137.10	Same	6
Hoffman Bros., Inc.			
Triangle Excavators, Inc.			
Fisher Contracting Company			
Balkema Excavating, Inc.			
Diversco Construction Company Inc.			
Peters Construction Co.			
Kalin Construction Co., Inc.			

6 Bidders

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

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

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

Funding Source:

83476A

Federal Highway Administration Funds	60.00 %
State Restricted Economic Development 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: Reconstruction.

Zip Code: 49010.

162. LETTING OF MAY 05, 2006
 PROPOSAL 0605043
 PROJECT STE 77420-77850
 LOCAL AGRMT. 06-5125
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 19, 2006

ENG. EST.
 \$ 382,189.00

LOW BID
 \$ 325,221.24

% OVER/UNDER EST.
 -14.91 %

2.59 mi of 10 ft wide hot mix asphalt pathway on abandoned CSX Railroad right-of-way, Avoca Trail from Wadhams Road to Griswold Road, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Astec Asphalt, Inc.	\$ 325,221.24	Same	1 **
Dan's Excavating, Inc.	\$ 328,137.88	Same	2
Pro-Line Asphalt Paving Corp.	\$ 330,554.63	Same	3
Weston Transport, Inc.	\$ 339,641.67	Same	4
Boddy Construction Company, Inc.	\$ 421,924.69	Same	5
Marlette Excavating Company	\$ 531,124.66	Same	6
John Carlo, Inc.	\$ 562,790.18	Same	7
Pamar Enterprises, Inc.	\$ 710,480.78	Same	8
Ajax Paving Industries, Inc.			
ABC Paving Company			
Barrett Paving Materials, Inc.			
Florence Cement Company			
L.J. Construction, Inc.			
L. Squared Construction, LLC.			
Cadillac Asphalt, LLC.			
Warren Contractors & Development			
Raymond Excavating 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:

77850A
 St Clair County 42.00 %
 Federal Highway Administration Funds 58.00 %

Selection: Low bid.

Zip Code: 48074.

163. LETTING OF MAY 05, 2006
 PROPOSAL 0605044
 PROJECT STE 34021-84650
 LOCAL AGRMT. 06-5146
 START DATE - JUNE 01, 2006
 COMPLETION DATE - OCTOBER 01, 2008

ENG. EST. LOW BID
 \$ 1,529,268.00 \$ 1,412,040.64

% OVER/UNDER EST.
 -7.67 %

0.49 mi of hot mix asphalt pavement, drainage improvements, streetscape, concrete curb and gutter, street light system improvements and landscaping on Forth Avenue from Tupper Lake Street to M-50, in the village of Lake Odessa, Ionia County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bailey Excavating, Inc.	\$ 1,412,040.64	Same	1 **
CL Trucking & Excavating, LLC.	\$ 1,438,439.89	\$ 1,438,339.89	2
Kamminga & Roodvoets, Inc.	\$ 1,469,478.00	Same	3
C & D Hughes, Inc.	\$ 1,531,085.95	Same	4
Schippers Excavating, Inc.	\$ 1,562,606.00	Same	5
Kentwood Excavating, Inc.	\$ 1,563,459.00	Same	6
Cadwell Brothers Construction	\$ 1,573,751.48	Same	7
Nashville Construction Company	\$ 1,594,992.39	Same	8
Wyoming Excavators, Inc.	\$ 1,641,043.00	Same	9
Milbocker and Sons, Inc.	\$ 1,750,959.64	Same	10
Abbott Construction, Inc.	\$ 1,760,002.36	Same	11
Dunigan Brothers, Inc.			
Hoffman Bros., Inc.			
Aggregate Industries-Central Region			
E.T. MacKenzie Company			
Eastlund Concrete Construction, Inc.			
Michigan Paving & Materials Co.			

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:

84650A
 Federal Highway Administration Funds 20.14 %
 Village of Lake Odessa 79.86 %

Selection: Low bid.

Zip Code: 48849.

164. LETTING OF MAY 05, 2006
 PROPOSAL 0605058
 PROJECT STUL 13427-84435
 LOCAL AGRMT. 06-5128
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2006

ENG. EST.
 \$ 300,756.50

LOW BID
 \$ 286,904.66

% OVER/UNDER EST.
 -4.61 %

0.31 mi of roadway reconstruction including machine grading, storm sewer, concrete curb and gutter, sidewalks, hot mix asphalt, pavement markings and restoration on Ionia Street from River Street to East Erie Street in the city of Albion, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bailey Excavating, Inc.	\$ 286,904.66	Same	1 **
Nashville Construction Company	\$ 288,037.25	Same	2
Eastlund Concrete Construction, Inc.	\$ 292,026.70	Same	3
Northern Construction Services, Co.	\$ 293,538.25	Same	4
Hoffman Bros., Inc.	\$ 297,540.25	Same	5
Dunigan Brothers, Inc.	\$ 298,813.30	Same	6
Cadwell Brothers Construction	\$ 319,851.62	Same	7
Kamminga & Roodvoets, Inc.	\$ 322,449.00	Same	8
Mead Bros. Excavating, Inc.			
Milbocker and Sons, Inc.			
C & D Hughes, Inc.			
Parrish Excavating, 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:

84435A
 City of Albion 21.92 %
 Federal Highway Administration Funds 78.08 %

Selection: Low bid.

Zip Code: 49224.

165. LETTING OF MAY 05, 2006
 PROPOSAL 0605059
 PROJECT STUL 76423-82740, ETC
 LOCAL AGRMT. 05-5454
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2008

ENG. EST. LOW BID
 \$ 1,098,120.49 \$ **984,604.17**

% OVER/UNDER EST.
 -10.34 %

0.22 mi of street reconstruction with hot mix asphalt pavement, water main, concrete sidewalk, brick pavers, trees, precast planters and irrigation on Main Street from Oak Street to Mercer Street in the city of Durand, Shiawassee County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 984,604.17	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 1,113,847.20	Same	2
Zito Construction Co.	\$ 1,121,904.53	Same	3
Cadwell Brothers Construction	\$ 1,123,686.11	Same	4
Champagne and Marx Excavating, Inc.	\$ 1,126,011.31	Same	5
L.A. Construction Corporation	\$ 1,148,061.69	Same	6
Ron Bretz Excavating, Inc.	\$ 1,238,085.87	Same	7
Rohde Brothers Excavating, Inc.	\$ 1,238,536.99	Same	8
Saginaw Asphalt Paving Company			
CRS/Shaw Contracting Co.			
3-S Construction, Inc.			
Fisher Contracting Company			
Eastlund Concrete Construction, 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:

82740A	
City of Durand	55.43 %
Federal Highway Administration Funds	44.57 %
86022A	
City of Durand	38.92 %
Federal Highway Administration Funds	61.08 %

Selection: Low bid.

Zip Code: 48429.

166. LETTING OF MAY 05, 2006
 PROPOSAL 0605060 \$ ENG. EST. 871,225.72 LOW BID \$ 884,208.50
 PROJECT STG 83012-49620, ETC
 LOCAL AGRMT. 06-5011 % OVER/UNDER EST.
 START DATE - MAY 30, 2006
 COMPLETION DATE - SEPTEMBER 19, 2008 1.49 %

Modernization to dual beacons on the west intersection of M-115 and M-37 and concrete sidewalk, curb and gutter, water main replacement, street light system upgrade and landscaping on Mesick Avenue (M-37/M-115) from M-37 south to Clark Street in the village of Mesick, Wexford County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Eastlund Concrete Construction, Inc.	\$ 884,208.50	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 889,610.15	Same	2
Central Michigan Contracting, Inc.	\$ 990,082.03	Same	3
Rieth-Riley Construction Co., Inc.	\$ 1,042,256.82	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:

49620A		
Federal Highway Administration Funds	100	%
82621A		
Federal Highway Administration Funds	35.42	%
Village of Mesick	64.58	%

Selection: Low bid.

Zip Code: 49668.

169. LETTING OF MAY 05, 2006
 PROPOSAL 0605063
 PROJECT STE 82400-81192
 LOCAL AGRMT. 05-5378
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2008

ENG. EST.
 \$ 214,489.00

LOW BID
 \$ 209,950.20

% OVER/UNDER EST.
 -2.12 %

0.10 mi of sidewalk replacement, street light system and landscaping on East Jefferson Avenue from Hurlbut Street to Cadillac Boulevard, in city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L. Squared Construction, LLC.	\$ 209,950.20	Same	1 **
Posen Construction, Inc.	\$ 223,222.49	Same	2
Tri-Valley Landscaping, Inc.	\$ 241,762.00	Same	3
Marine City Nursery Company			
Anderson-Fischer & Associates, Inc.			
Warren Contractors & Development			
Rasins Landscape and Associates			

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:

81192A
 City of Detroit 20.00 %
 Federal Highway Administration Funds 80.00 %

Selection: Low bid.

Zip Code: 48226.

170. LETTING OF MAY 05, 2006
 PROPOSAL 0605064
 PROJECT STUL 13411-59629
 LOCAL AGRMT. 06-5142
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.
 \$ 569,378.53

LOW BID
\$ 566,033.97

% OVER/UNDER EST.
 -0.59 %

0.82 mi of hot mix asphalt cold milling and hot mix asphalt paving, earthwork, grading, aggregate base and sewer construction on Pennfield Road from Storkan Drive eastward to east of Wanondoger Trail in Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 566,033.97	Same	1 **
Aggregate Industries-Central Region	\$ 883,171.72	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:

59629A
 Calhoun County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 49017.

171. LETTING OF MAY 05, 2006
 PROPOSAL 0605065
 PROJECT STUL 76421-84427
 LOCAL AGRMT. 06-5112
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2006

ENG. EST. LOW BID
 \$ 322,772.60 \$ 358,676.39

% OVER/UNDER EST.
 11.12 %

0.53 mi of hot mix asphalt resurfacing, storm sewer, sidewalk and curb and gutter on South Street from Chestnut Street to Chipman Street, in the city of Owosso, Shiawassee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 358,957.23	\$ 358,676.39	1 **
Eastlund Concrete Construction, Inc.	\$ 358,899.56	Same	2
L.A. Construction Corporation	\$ 374,022.80	Same	3
Lois Kay Contracting Co.	\$ 381,249.06	Same	4
Kamminga & Roodvoets, Inc.	\$ 407,652.57	Same	5
Interstate Highway Construction	\$ 408,186.80	Same	6
Zito Construction Co.	\$ 408,931.56	Same	7
L & L Construction Co., Inc.	\$ 411,960.40	Same	8
Tri-Valley Landscaping, Inc.	\$ 423,583.50	Same	9
Champagne and Marx Excavating, Inc.	\$ 481,218.92	Same	10
Saginaw Asphalt Paving Company			
Rohde Brothers Excavating, Inc.			
Perrin Construction Co., Inc.			
A. J. Rehmus & Son, Inc.			
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			
Ace Asphalt & Paving Co.			

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:

84427A	
Federal Highway Administration Funds	79.62 %
City of Owosso	20.38 %

Selection: Low bid.

Zip Code: 48867.

176. LETTING OF MAY 05, 2006
 PROPOSAL 0605070
 PROJECT STU 41401-56389
 LOCAL AGRMT. 06-5165
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.
 \$ 715,019.81

LOW BID
 \$ 589,597.21

% OVER/UNDER EST.
 -17.54 %

0.52 mi of road reconstruction including concrete curb and gutter, hot mix asphalt paving and pavement markings on Lake Drive from Plymouth Road to Bagley Avenue, in the city of East Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 589,597.21	Same	1 **
CL Trucking & Excavating, LLC.	\$ 590,261.36	Same	2
Wyoming Excavators, Inc.	\$ 624,033.60	Same	3
Dykema Excavators, Inc.	\$ 639,924.59	Same	4
Nashville Construction Company	\$ 658,390.88	Same	5
Schippers Excavating, Inc.	\$ 708,560.95	Same	6
Diversco Construction Company Inc.	\$ 708,604.75	Same	7
Kentwood Excavating, Inc.	\$ 717,775.40	Same	8
Eastlund Concrete Construction, Inc.			
Milbocker and Sons, Inc.			
Lodestar Construction, 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:

56389A
 City of East Grand Rapids 19.19 %
 Federal Highway Administration Funds 80.81 %

Selection: Low bid.

Zip Code: 49506.

178. LETTING OF MAY 05, 2006
 PROPOSAL 0605072
 PROJECT STU 50458-75496
 LOCAL AGRMT. 06-5166
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2006

ENG. EST. LOW BID
 \$ 2,386,851.75 \$ 1,998,588.86

% OVER/UNDER EST.
 -16.27 %

1.31 mi of water main work, concrete pavement patching,
 joint and crack repairs, drainage structure repair and
 adjustments, diamond grinding concrete pavement,
 and pavement markings on Frazho Road from Hayes
 Road to Gratiot Avenue (M-3) in the city of Roseville,
 Macomb County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 1,998,588.86	Same	1 **
Boddy Construction Company, Inc.	\$ 2,258,014.25	Same	2
V.I.L. Construction, Inc.	\$ 2,268,395.61	Same	3
Six-S, Inc.	\$ 2,340,601.17	\$ 2,338,649.58	4
John Carlo, Inc.			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			
L. D'Agostini & Sons, Inc.			
Angelo Iafrate Construction Company			
Pamar Enterprises, 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:

75496A
 Federal Highway Administration Funds 39.37 %
 City of Roseville 60.63 %

Selection: Low bid.

Zip Code: 48066.

179. LETTING OF MAY 05, 2006
 PROPOSAL 0605073
 PROJECT MCS 82013-83944
 LOCAL AGRMT. 06-5144
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2006

ENG. EST. LOW BID
 \$ 1,588,053.70 \$ 1,559,414.74

% OVER/UNDER EST.
 -1.80 %

Bridge removal and replacement along with related approach work on Newburgh Road at Lower Rouge River, in the city of Wayne, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 1,559,414.74	Same	1 **
Walter Toebe Construction Co.	\$ 1,570,020.79	Same	2
Angelo Iafrate Construction Company	\$ 1,598,454.81	Same	3
C.A. Hull Co., Inc.	\$ 1,684,640.23	Same	4
Dan's Excavating, Inc.	\$ 1,775,077.04	Same	5
Midwest Bridge Company			
J. Slagter & Son Construction Co.			
Structural Group, Inc.			
Peter A. Basile Sons, Inc.			

5 Bidders

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

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It 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:

83944A

State Restricted Trunkline Funds	94.90 %
City of Wayne	5.10 %

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 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: 48184.

180. LETTING OF MAY 05, 2006
 PROPOSAL 0605074
 PROJECT STU 50458-86464
 LOCAL AGRMT. 06-5172
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2007

ENG. EST. LOW BID
 \$ 3,999,762.50 \$ 2,959,862.16

% OVER/UNDER EST.
 -26.00 %

0.96 mi of road reconstruction with concrete pavement, curb and gutter and storm sewer on 19 Mile Road from Ryan Road to Mound Road in the city of Sterling Heights, Macomb County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 2,959,862.16	Same	1 **
Florence Cement Company	\$ 3,230,624.54	Same	2
Six-S, Inc.	\$ 3,264,689.03	Same	3
Angelo Iafrate Construction Company	\$ 3,402,528.53	Same	4
John Carlo, Inc.	\$ 3,437,148.74	Same	5
Tony Angelo Cement Construction Co.	\$ 3,508,602.55	Same	6
V.I.L. Construction, Inc.	\$ 3,746,282.40	Same	7
Ajax Paving Industries, Inc.			
Pamar Enterprises, Inc.			
L. D'Agostini & Sons, Inc.			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			
L. Squared Construction, LLC.			

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:

86464A
 Federal Highway Administration Funds 80.24 %
 City of Sterling Heights 19.76 %

Selection: Low bid.

Zip Code: 48311.

181. LETTING OF MAY 05, 2006
 PROPOSAL 0605075
 PROJECT STU 33403-74644
 LOCAL AGRMT. 06-5181
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.
 \$ 831,228.75

LOW BID
 \$ 810,177.92

% OVER/UNDER EST.
 -2.53 %

1.10 mi of hot mix asphalt resurfacing, concrete curb and gutter and gutter replacement, spot storm, sanitary sewer replacement and retaining wall replacement on Burcham Drive from Abbott Road to Hagadorn Road in the city of East Lansing, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Eastlund Concrete Construction, Inc.	\$ 810,177.92	Same	1 **
Michigan Paving & Materials Co.	\$ 831,629.78	Same	2
L & L Construction Co., Inc.	\$ 835,797.56	Same	3
Aggregate Industries-Central Region	\$ 863,159.25	Same	4
Kamminga & Roodvoets, Inc.	\$ 873,255.93	Same	5
Rieth-Riley Construction Co., Inc.	\$ 1,044,153.50	Same	6
Davis Construction, Inc.			
E.T. MacKenzie Company			
Anlaan Corporation			

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:

74644A
 City of East Lansing 19.87 %
 Federal Highway Administration Funds 80.13 %

Selection: Low bid.

Zip Code: 48823.

182. LETTING OF MAY 05, 2006
 PROPOSAL 0605084
 PROJECT STL 25402-83689
 LOCAL AGRMT. 06-5182
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.
 \$ 407,592.00

LOW BID
 \$ 382,232.33

% OVER/UNDER EST.
 -6.22 %

1.00 mi of hot mix asphalt cold milling and resurfacing,
 aggregate shoulders and guardrail on Lake Road from State
 Road (M-15) to Oak Road, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 382,232.33	Same	1 **
Young's Environmental Cleanup, Inc.	\$ 414,082.04	Same	2
Zito Construction Co.	\$ 441,603.53	Same	3
L.J. Construction, Inc.	\$ 465,387.80	Same	4
Heystek Contracting Inc.	\$ 513,100.80	Same	5
Lois Kay Contracting Co.			
Cadillac Asphalt, LLC.			
Florence Cement Company			
Pro-Line Asphalt Paving Corp.			
Fisher Contracting Company			
Perrin Construction Co., Inc.			

5 Bidders

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

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

Source of Funds:

83689A

Genesee County	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.

Zip Code: 48463.

AERO PROJECTS

183. LETTING OF MAY 05, 2006 ENG. EST. LOW BID
 PROPOSAL 0605045 \$ 247,396.50 \$ 135,243.42
 PROJECT M 84030-87223
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 15, 2006
 COMPLETION DATE - 365 calendar days -45.33 %

2006 airport pavement crack sealing and filling at various airports, various cities, various counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 135,243.42	Same	1 **
Michigan Joint Sealing, Inc.	\$ 184,722.72	Same	2
Interstate Sealant & Concrete, Inc.	\$ 196,399.83	Same	3
Arnt Asphalt Sealing, Inc.	\$ 201,215.82	Same	4
American Pavement Solutions, Inc.	\$ 227,604.78	Same	5
Lakeshore Parking Lot Maintenance	\$ 240,799.26	Same	6
Municipal Construction Inc.	\$ 257,292.36	Same	7
Hi-Lite Markings, Inc.	\$ 262,240.29	Same	8
Causie Contracting, Inc.			
Fahrner Asphalt Sealers, Inc.			

8 Bidders

Purpose/Business Case: The purpose of this contract is to preserve and improve the infrastructure at various airports. Construction will consist of assessment of work to be done at each site, filling of nonworking cracks, and sealing of working cracks.

Benefit: Airport sponsors and all users will benefit as a result of sealing and filling of cracks in the pavements. These treatments will prevent water from penetrating the pavement into the sub-base materials, extend the life span of the pavements by slowing the deterioration process, and improve ride quality and safety.

Funding Source:

87223A
 Various Airports, Statewide 50.00 %
 State Restricted Aeronautics Funds 50.00 %

Commitment Level: Project has been bid, and contract cost is based on the lowest bid submitted by contractors.

Risk Assessment: If project is not developed, the airport pavement conditions will continue to decline. If this project is not performed, airport pavements may fail and may need to be replaced at a much higher cost.

Cost Reduction: Treatment of pavements will result in reduced costs by extending the life-span of the pavement.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48909, 48906.

186. LETTING OF MAY 05, 2006
 PROPOSAL 0605087
 PROJECT M 70900-85036B01
 LOCAL AGRMT.
 START DATE - 45 days after award
 COMPLETION DATE - DECEMBER 31, 2006

	ENG. EST. \$ 86,779.98	LOW BID \$ 65,519.98
	% OVER/UNDER EST.	
	-24.50 %	

Demolition of department-owned real estate parcels in Robinson Township, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dore & Associates Contracting, Inc.	\$ 65,519.98	Same	1 **
S.A. Torello, Inc.	\$ 73,820.38	Same	2
Dan Hoe Excavating, Inc.	\$ 79,879.97	Same	3
North American Dismantling Corp.	\$ 85,349.95	Same	4
Bierlein Companies, Inc.			
Pitsch Wrecking Company			
Bourdow Trucking Company			
Homrich, Inc.			

4 Bidders

Purpose/Business Case: This project is to remove building improvements from property acquired for wetlands known as FEMA parcels - within the Grand River Watershed.

Benefit: Demolition of these building improvements is required as part of the wetland establishment and creation for parcels in Ottawa County. It is necessary that all such improvements be removed and the land cleared so that the lands can be certified as wetlands and added to MDOT wetlands bank. Furthermore, these properties and improvements have been recently zoned illegal and non-conforming by the township due to seasonal flood damages from the Grand River.

Funding Source:
85036B01

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is based on the best estimate of probable demolition costs. The contractor's final cost will be based on unit prices bid by the contractor.

Risk Assessment: Demolition of these improvements will help avoid any potential liability or legal issues involving flooding.

Cost Reduction: The demolition of the improvements would eliminate maintenance costs due to flood damage.

Selection: Low bid.

New Project Identification: This is a Real Estate Support Area demolition contract.

Zip Code: 49401, 49417.

MULTI-MODAL

187. LETTING OF MAY 05, 2006 ENG. EST. LOW BID
 PROPOSAL 0605085 \$ 1,705,321.00 \$ 1,870,320.45
 PROJECT AO 30006-87323
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - APRIL 30, 2007 9.68 %

13.22 mi of track and crossing rehabilitation on state-owned railway operated by the Indiana and Northeastern Railroad Company, Hillsdale and Branch Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
CR Construction Company of Michigan	\$ 1,870,320.45	Same	1 **
Armond Cassil Railroad Construction	\$ 1,938,037.96	Same	2

2 Bidders

Purpose/Business Case: Rehabilitation of state-owned railroad track and bridges.

Benefit: Preserves the rail infrastructure, enhances safety, and reduces operational and equipment maintenance costs.

Funding Source:

87323A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract final cost will be based on actual quantities and unit bid prices.

Risk Assessment: There is a greater risk of derailments, property damage, and personal injury if the project is not performed.

Cost Reduction: Reduces operational and equipment maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation of existing infrastructure.

Zip Code(s): 49274, 49250.

EXTRAS

188. **Extra 2006 - 54**

Control Section/Job Number: 82609-78287 Local Agency Project

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

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

Contractor: Rauhorn Electric, Inc.
17171 23 Mile Road
Macomb Twp., MI 48042

Designed By: Wade-Trim/Associates, Inc.
Engineer's Estimate: \$430,403.00

Description of Project:

Traffic signal upgrades and modernization at three intersections, Beech Daly Road at Eureka Road, Pardee Road at Northline Road, and Pardee Road at Goddard Road, in the city of Taylor, Wayne County.

Administrative Board Approval Date:	December 21, 2004	
Contract Date:	February 9, 2005	
Original Contract Amount:	\$367,745.40	
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>66,915.71</u>	<u>+ 18.20%</u>
Revised Total	<u>\$434,661.11</u>	+ 18.20%

Offset Information

Total Offsets This Request	(\$29,500.00)	- 8.02%
Net Revised Request	\$37,415.71	+ 10.17%

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 \$367,745.40.

Approval of this extra will place the authorized status of the contract 18.20% or \$66,915.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1

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

CM 2		
Fluted Poles – Goddard & Pardee	1.000 LS @ \$52,745.50/LS	\$52,745.50
Black Powder Coating Arms, Equipment and Hardware		<u>14,170.21</u>
Total		<u>\$66,915.71</u>

CM 2 Offset Information

Mast Arm	-4.000 Ea @ \$4,575.00/Ea	(\$18,300.00)
Mast Arm Std	-4.000 Ea @ \$2,800.00/Ea	<u>(11,200.00)</u>
Total		(\$29,500.00)

Net Revised CM 2 Request \$37,415.71

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

The contractor was directed to change the proposed type of traffic signal pole at the Goddard and Pardee Roads intersection. The plans depict these poles as hot dipped galvanized. The local agency requested these poles be changed to a fluted style with black powder coating. The Goddard and Pardee Roads intersection is the center of the local agency’s downtown development authority corridor; the change in poles will match the recently completed Goddard Road beautification project and the associated street light poles. The fluted poles, mast arms, and associated equipment were black powder coated to match the recently placed street lights. This work was inadvertently omitted during preparation of the design plans and special provisions but was requested as extra work to be consistent with other traffic signal and street light poles throughout the city of Taylor. The fluted pole and black powder coating work requests were inadvertently omitted during design as this was a traffic signal modernization project versus an enhancement project. The extra cost for Fluted Poles – Goddard & Pardee and Black Powder Coating Arms, Equipment and Hardware was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra costs were deemed reasonable when compared with similar project costs and costs on other local projects in the region. The extra costs are partially offset by a \$29,500 reduction in the original bid items Mast Arm and Mast Arm Std.

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 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** FHWA, 80%; City of Taylor, 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:** 48180.

189. **Extra 2006 - 60**

Control Section/Job Number: 76061-75196 MDOT Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Ron Bretz Excavating, Inc.
 36 Turrill Road
 Lapeer, MI 48446
 Designed By: Wilcox Professional Services, LLC
 Engineer's Estimate: \$1,278,566.64

Description of Project:

0.77 miles of hot mix asphalt cold milling and resurfacing, hot mix asphalt reconstruction, minor widening, curb and gutter, storm sewer work and new traffic signal on M-21 from west of Delaney Road to Chestnut Street in the city of Owosso, Owosso Township, Shiawassee County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 13, 2004	
Original Contract Amount:	\$1,151,664.35	
Total of Overruns/Changes (Approved to Date):	2,973.11	+ 0.26%
Total of Extras/Adjustments (Approved to Date):	72,168.74	+ 6.27%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,330.69</u>	<u>+ 0.46%</u>
Revised Total	<u>\$1,232,136.89</u>	+ 6.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.53% over the original budget for an **Authorized to Date Amount** of \$1,226,806.20.

Approval of this extra will place the authorized status of the contract 6.99% or \$80,472.54 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-37	22	\$6,003.92	04/04/06

Contract Modification Number(s): 23 r. 2

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

Adjust Sanitary Force Main Cleanouts	<u>\$5,330.69</u>
Total	<u>\$5,330.69</u>

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

Two sanitary sewer force main cleanouts were discovered in the southwest quadrant of the M-21 and Chestnut Street intersection. These cleanouts were not shown on the project plans, were in conflict with the proposed work, and had to be adjusted. The local utility authority was informed by project staff that this work was not eligible for project participation. It was later determined that this work was eligible for project participation. The local utility authority then approached the prime contractor, along with two independent contractors, and requested each to provide a cost estimate to the local utility authority for adjusting the force main cleanouts as this work was to be completed outside of the roadway project. The two independent contractors provided a verbal cost estimate range for the required work. They were verbal cost estimates because the work had to be completed at night and there were several unknowns related to the shutoff valves and other work specifics at the direction of the local utility authority. The prime contractor cost estimate was provided in writing and was almost three times as much as the other two independent contractors. Since not all three contractors would place their quotes in writing, the state's payment system (MAIN) could not be used to pay for this work; therefore, the work was added to the construction project. The lowest bid from the three contractors was selected and they were directed to complete the required work. This contract modification will process payment to the prime contractor who will in turn process payment to the local utility authority who has already funded the adjustment work to the lowest bidder. The extra cost for Adjust Sanitary Force Main Cleanouts was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on previous local utility authority projects and price quotes received from other contractors.

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: State Restricted Trunkline, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 48867.

190. **Extra 2006 - 62**

Control Section/Job Number: 11051-79453 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: Northern Indiana Construction Co., Inc.
P.O. Box 1333
Mishawaka, IN 46546

Designed By: Consoer Townsend Envirodyne Engineers of Michigan, Inc.
Engineer's Estimate: \$711,509.57

Description of Project:

Replacement of the existing culvert, scour protection, slope restoration, and approach work on US-31BR and M-51 over Brandywine Creek in Niles Township, Berrien County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 19, 2005	
Original Contract Amount:	\$634,050.79	
Total of Overruns/Changes (Approved to Date):	15,701.06	+ 2.48%
Total of Extras/Adjustments (Approved to Date):	146,804.54	+ 23.15%
Total of Negative Adjustments (Approved to Date):	- 90.00	- 0.01%
THIS REQUEST	<u>18,332.40</u>	<u>+ 2.89%</u>
Revised Total	<u>\$814,798.79</u>	+ 28.51%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 25.62% over the original budget for an **Authorized to Date Amount** of \$796,466.39.

Approval of this extra will place the authorized status of the contract 28.51% or \$180,748.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-004	6	\$116,205.54	02/07/06

Contract Modification Number(s): 8 r. 1, 16

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

CM 8	
Traffic Control Adjustment	<u>\$13,265.71</u>
Total	<u>\$13,265.71</u>

CM 16		
Re-fabricated Slotted Drain		\$2,976.69
Outfall Label	4.000 Ea @ \$220.00/Ea	880.00
Culv End Sect, 15 inch	2.000 Ea @ \$605.00/Ea	<u>1,210.00</u>
Total		<u>\$5,066.69</u>
Grand Total		<u>\$18,332.40</u>

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

CM 8

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of time without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

CM 16

The proposed slotted drain 12 inch pipe could not be installed as proposed; therefore, the contractor was directed to re-fabricate the slotted drain. The slotted drain was cut into two sections on each side of the roadway and the new independent drainage runs were tied to two drainage structures. The re-fabrication occurred over three days due to field measurements and grade adjustments on the drainage structures and the slotted drain. The delays were directed by MDOT and were not the fault of the contractor. The contractor was idle during a portion of these days and the extra item Re-fabricated Slotted Drain will compensate the contractor for idle labor time. The extra cost for Re-fabricated Slotted Drain was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily field records and the proposal wage rates.

The contractor was directed to label four storm water discharge sewers per the Special Provision for Labeling Storm Water Outfalls. This work involves chiseling the letters MDOT into the concrete structure of each discharge sewer. The extra cost for Outfall Label was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records of the work performed and similar work in the region.

The contractor was directed to place two culvert end sections on the east side of the roadway to outlet at the roadside ditch to properly convey storm water runoff. These end sections were placed in lieu of placing a culvert underneath the roadway. The extra cost for Culv End Sect, 15 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index, and on region projects when the small quantity and immediate nature of the work was taken into account. This extra work will be partially offset by a future reduction in the original transverse culvert bid item.

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 25, 2006, meeting, and are now recommended for approval by the State Administrative Board on June 6, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: State Restricted Trunkline, 100%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 49120.

191. **Extra 2006 - 63**

Control Section/Job Number: 19453-76858 Local Agency Project

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

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

Contractor: Youngstrom Contracting, Inc.
593 Sprague Road
Ionia, MI 48846

Designed By: Wolverine Engineers & Surveyors, Inc.
Engineer's Estimate: \$1,073,260.45

Description of Project:

0.20 miles of streetscaping with drainage, hot mix asphalt pavement, concrete curb and gutter, sidewalk, and electrical system work on North Clinton Road from M-21 to Ross Street, in the city of St. Johns, Clinton County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 8, 2005	
Original Contract Amount:	\$998,750.24	
Total of Overruns/Changes (Approved to Date):	(23,420.89)	- 2.35%
Total of Extras/Adjustments (Approved to Date):	59,787.00	+ 5.99%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>82,900.80</u>	<u>+ 8.30%</u>
Revised Total	<u>\$1,118,017.15</u>	+ 11.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.64% over the original budget for an **Authorized to Date Amount** of \$1,035,116.35.

Approval of this extra will place the authorized status of the contract 11.94% or \$119,266.91 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r. 1

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

6 inch PVC Conduit	110.000 Ft @ \$12.98/Ft	\$1,427.80
Cable, 1 #2	1,000.000 Ft @ \$2.26/Ft	2,260.00
Cable, 1 #8	5,700.000 Ft @ \$1.86/Ft	10,602.00
Cable, 2 #8	9,400.000 Ft @ \$3.28/Ft	30,832.00
Cable, 2 #4	1,200.000 Ft @ \$4.18/Ft	5,016.00
Cable, 3 #4	3,000.000 Ft @ \$5.17/Ft	15,510.00
Conduit, Schedule 40, 1 inch	1,600.000 Ft @ \$1.72/Ft	2,752.00
Hh, Light Duty Cover Sm. HH for Tree Outlets	40.000 Ea @ \$61.60/Ea	2,464.00
HMA Approach	101.000 Ton @ \$87.00/Ton	8,787.00
Watering & Cultivating, 1 st Season, Min.	1.000 LS @ \$3,250.00/LS	<u>3,250.00</u>
Total		<u>\$82,900.80</u>

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

The contractor was directed to place conduit across Clinton Avenue to allow for future utility line crossings without disrupting the brick or paving work that is being completed as part of this contract. This extra work is 100 percent funded by the local agency. The extra cost for 6 inch PVC Conduit was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects and work in the local commercial industry.

New cable and conduit configurations were required due to the reworking of the electrical system, which will allow the local agency to have more flexibility with the electrical system. The new electrical system allows the local agency to operate the tree outlet system separately from the street light system, as well as separate each system into four independent quadrants so the department of public works personnel may selectively operate each quadrant as needed. The new electrical system required additional cable and conduit. The extra cost for Cable, 1 #2; Cable, 1 #8; Cable, 2 #8; Cable, 2 #4; Cable, 3 #4; and Conduit, Schedule 40, 1 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on local projects. This extra work was partially offset by a previous \$53,153.00 reduction in the original bid items Cable, Sec, 600V, 3, 1/C#6; Cable, St Ltg, 2Kv, 2, 1/C#2 & 1, #2 Neutral; and Conduit, Schedule 40, 1 ½ inch.

The contractor was directed to place small hand holes at each tree outlet location to facilitate the transition from the main 2-inch power conduit to the 1-inch conduit required to fit the tree electrical receptacle boxes. The smaller hand holes were selected to be able to fit under the tree grates to protect them and keep them out of the walking path. The extra cost for Hh, Light Duty Cover Sm. HH for Tree Outlets was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects.

A pay item for work on project driveway approaches was inadvertently omitted from the original bid items, but was necessary to complete the planned work. This extra work is 100 percent funded by the local agency. The extra cost for HMA Approach was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on previous local projects.

The contractor was directed to water and cultivate the contract plantings per Section 815.03 of the 2003 Standard Specifications for Construction. This pay item was inadvertently omitted from the original pay items during the design phase, but was necessary to complete project work per the plans and specifications. The extra item Watering & Cultivating, 1st Season, Min. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects.

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 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

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

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

Funding Source: FHWA, 80%; City of St. Johns, 20%, (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: 48879.

192. **Extra 2006 - 64**

Control Section/Job Number: 67017-79067 MDOT Project

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

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

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

Designed By: MDOT
Engineer's Estimate: \$630,679.14

Description of Project:

Bridge rehabilitation on 19 structures on US-131 over Hersey Creek, 9 Mile Road, Grand Avenue, Leroy Road, 18 Mile Road, 20 Mile Road, Luther Road, Ashton Road in Burdell, Clam Lake, LeRoy and Lincoln Townships, Osceola and Wexford Counties.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 6, 2005	
Original Contract Amount:	\$565,165.74	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	360.00	+ 0.06%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>174,350.82</u>	<u>+ 30.85%</u>
Revised Total	<u>\$739,876.56</u>	+ 30.91%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.06% over the original budget for an **Authorized to Date Amount** of \$565,525.74.

Approval of this extra will place the authorized status of the contract 30.91% or \$174,710.82 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 1, 5, 6 r. 1, 10

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

CM 4		
Fascia Repair	1.000 LS @ \$101,235.01/LS	<u>\$101,235.01</u>
Total		<u>\$101,235.01</u>

CM 5		
Bearing Pad & Rocker Replacement	1.000 LS @ \$22,890.67/LS	<u>\$22,890.67</u>
Total		<u>\$22,890.67</u>
CM 6		
Traffic Control Adjustment		<u>\$44,800.14</u>
Total		<u>\$44,800.14</u>
CM 10		
Truck Mtd Attenuator, Furn	1.000 Ea @ \$4,000.00/Ea	\$4,000.00
Truck Mtd Attenuator, Oper	1.000 Ea @ \$1,425.00/Ea	<u>1,425.00</u>
Total		<u>\$5,425.00</u>
 Grand Total		 <u>\$174,350.82</u>

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

CM 4

The existing concrete fascia was in a severely deteriorated condition on two of the project's bridges. The deterioration was in the form of deep spalling that had exposed the reinforcing steel for nearly the entire length on each of the bridges. It was believed that all four of the bridge barriers were extremely susceptible to tilting if struck by a high load or errant vehicle, as they were no longer supported by the fascia. These fascias were not identified during the project scoping and their conditions worsened after the project was designed. The project office discussed their concerns with Lansing Bridge Design and the region bridge engineer; all parties agreed that an immediate fix was necessary. The contractor was directed to repair the bridge fascias on each structure. The extra cost for Fascia Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 5

The rockers on one project bridge were discovered to be unusually tilted during construction operations. Work on the rockers was not included in the original bridge work as the rockers were determined to be in appropriate condition during the bridge scoping phase. After further review of the superstructure by several statewide and region specialists, it was decided to straighten the support rockers. All parties were concerned that further movement could lead to the rockers falling over and the superstructure falling onto the bridge piers. The contractor was directed to fabricate new wider bearing plates, jack up the bridge, remove the bearing plates, place the new bearing plates, and install the support rockers vertically. The extra cost for Bearing Pad & Rocker Replacement is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 6

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 27 calendar days without the assessment of liquidated damages. Several traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

CM 10

The contractor was directed to obtain and utilize a truck mounted attenuator at several project locations. The truck mounted attenuator is an energy absorption device that protects work zone workers and the motoring public. The attenuator enhances work zone safety and was necessary for maintaining project traffic, but was inadvertently omitted from the original bid items. The extra cost for Truck Mtd Attenuator, Furn and Truck Mtd Attenuator, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

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 25, 2006, meeting, and are now recommended for approval by the State Administrative Board on June 6, 2006.

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

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

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

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

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

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

Selection: Low bid.

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

Zip Code: 49601, 49677.

193. **Extra 2006 - 65**

Control Section/Job Number: 81031-55457 MDOT Project

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

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

Contractor: Mead Bros. Excavating, Inc.
P.O. Box 99
Springport, MI 49284

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

Description of Project:

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

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	January 4, 2005	
Original Contract Amount:	\$2,195,000.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	311,784.53	+ 14.20%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>18,624.49</u>	<u>+ 0.85%</u>
Revised Total	<u>\$2,525,409.02</u>	+ 15.05%

Offset Information

Total Offsets This Request	(5,990.72)	- 0.27%
Net Revised Request	\$12,633.77	+ 0.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.20% over the original budget for an **Authorized to Date Amount** of \$2,506,784.53.

Approval of this extra will place the authorized status of the contract 15.05% or \$330,409.02 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-28	3	\$276,684.68	03/07/06

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

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

CM 1

Pavt Mrkg, Reg Dry, 2 nd Appl, 4", Yellow	19,456.000 Ft @ \$0.055/Ft	\$1,070.08
Pavt Mrkg, Regular Dry, 4 inch, White	1,287.000 Ft @ \$0.10/Ft	128.70
Pavt Mrkg, Regular Dry, 4 inch, Yellow	19,456.000 Ft @ \$0.10/Ft	1,945.60
Pavt Mrkg, Regular Dry, 6 inch, White	17,570.000 Ft @ \$0.145/Ft	2,547.65
Pavt Mrkg, Regular Dry, 2 nd Appl, 4", White	1,287.000 Ft @ \$0.055/Ft	70.79
Pavt Mrkg, Regular Dry, 2 nd Appl, 6", White	17,570.000 Ft @ \$0.083/Ft	<u>1,458.31</u>
Total		<u>\$7,221.13</u>

CM 1 Offset Information

Pavt Mrkg, Waterborne, 4 inch, White	-1,363.000 Ft @ \$0.09/Ft	(\$122.67)
Pavt Mrkg, Waterborne, 4 inch, Yellow	-18,710.000 Ft @ \$0.09/Ft	(1,683.90)
Pavt Mrkg, Waterborne, 6 inch, White	-16,570.000 Ft @ \$0.13/Ft	(2,154.10)
Pavt Mrkg, Waterborne, 2 nd Appl, 4", White	-1,363.000 Ft @ \$0.045/Ft	(61.34)
Pavt Mrkg, Waterborne, 2 nd Appl, 4", Yellow	-18,710.000 Ft @ \$0.045/Ft	(841.95)
Pavt Mrkg, Waterborne, 2 nd Appl, 6", White	-16,570.000 Ft @ \$0.068/Ft	<u>(1,126.76)</u>
Total		(\$5,990.72)

Net Revised CM 1 Request \$1,230.41

CM 4

Verizon Utility Conflict Delay		<u>\$11,403.36</u>
Total		<u>\$11,403.36</u>

Grand Total

\$18,624.49

Total Offsets This Request	(\$5,990.72)
Net Revised Request	<u>\$12,633.77</u>

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

CM 1

Construction operations were scheduled past October 1, 2005 per the original contract documents. Therefore, the as planned pavement markings could not be placed as the temperature was too cold. Regular dry pavement markings were necessary to complete the project due to cold weather limitations. The extra cost for Pavt Mrkg, Reg Dry, 2nd Appl, 4", Yellow; Pavt Mrkg, Regular Dry, 4 inch, White; Pavt Mrkg, Regular Dry, 4 inch, Yellow; Pavt Mrkg, Regular Dry, 6 inch, White; Pavt Mrkg, Regular Dry, 2nd Appl, 4", White; and Pavt Mrkg, Regular Dry, 2nd Appl, 6", White was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost is based on a statewide construction advisory issued on October 14, 2005, which specifies the negotiated cost adjustment to the original bid price and was deemed reasonable per that advisory bulletin. This extra work is partially offset by a \$5,990.72 reduction in the original bid items Pavt Mrkg, Waterborne, 4 inch, White; Pavt Mrkg, Waterborne, 4 inch, Yellow ; Pavt Mrkg, Waterborne, 6 inch, White; Pavt Mrkg, Waterborne, 2nd Appl, 4", White; Pavt Mrkg, Waterborne, 2nd Appl, 4", Yellow; and Pavt Mrkg, Waterborne, 2nd Appl, 6", White.

CM 4

The contractor’s controlling operations were delayed due to a conflict with an existing private utility cable. It was anticipated that the private utility would have their facilities relocated prior to starting stage 2 construction; however, the contractor was delayed for six days while waiting for the utility to complete their work. Recovery costs are not being pursued with the private utility, as they were not informed of the time frame to move their utility. Force account records were maintained and extra costs were determined in accordance with Subsection 109.03.C.2 of the 2003 Standard Specifications for Construction. The extra cost for Verizon Utility Conflict Delay is based on force account records per Sections 109.03 and 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 was recommended for approval by the State Transportation Commission at its May 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

- Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.
- Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
- Funding Source:** State Restricted Trunkline, 100%.
- Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
- Risk Assessment:** These items were required for the safe and timely completion of the project.
- Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
- Selection:** Low bid.
- New Project Identification:** This is an existing project already under contract.
- Zip Code:** 48176.

194. **Extra 2006 - 66**

Control Section/Job Number:	82023-51493-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one 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 exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer’s Estimate:	\$13,858,709.31	

Description of Project:

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

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	1,083,099.36	+ 6.78%
Total of Extras/Adjustments (Approved to Date):	1,643,563.14	+ 10.28%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>996,008.11</u>	<u>+ 6.23%</u>
Revised Total	<u>\$19,706,783.15</u>	+ 23.29%

Offset Information

Total Offsets This Request	(\$282,493.98)	- 1.77%
Net Revised Request	713,514.13	+ 4.46%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.06% over the original budget for an **Authorized to Date Amount** of \$18,710,775.04.

Approval of this extra will place the authorized status of the contract 23.29% or \$3,722,670.61 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-27	15 r. 2	\$400,000.00	03/01/05
2005-56	19 r. 4, 21, 22	\$133,511.99	05/03/05
2005-58	18	\$6,196.68	06/07/05
2005-69	23 r. 1, 26 r. 2, 28	\$76,969.97	06/21/05
2005-130	32 r. 1	\$192,011.53	11/01/05
2006-005	27 r. 1	\$265,051.44	02/07/06

Contract Modification Number(s): 30, 36 r. 2, 38 r. 1

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

CM 30

Restock for Cabinet Type II	\$3,763.05
Restock Light Poles	<u>815.52</u>
Total	<u>\$4,578.57</u>

CM 30 Offset Information

6' Clamp on Bracket Arm, 3' Rise Cabinet, Type II	-1.000 Ea @ \$325.91/Ea	(\$325.91)
Code 009-00 Street Light Std	-1.000 Ea @ \$17,332.05/Ea	(17,332.05)
Light Std Shaft, 30' or Less, Single Arm	-1.000 Ea @ \$1,340.82/Ea	(1,340.82)
Light Std, Frangible Transformer Base	-1.000 Ea @ \$825.27/Ea	(825.27)
Total		<u>(308.42)</u>
		(\$20,132.47)

Net Revised CM 30 Request (\$15,553.90)

CM 36

S29 Piers Demolition, Reconstruction and Temporary Supports
Total

\$980,388.43
\$980,388.43

CM 36 Offset Information

Backfill, Structure, CIP	-1,115.150 Cyd @ \$23.50/Cyd	(\$26,206.03)
Slope Paving Header	-292.840 Ft @ \$65.00/Ft	(19,034.60)
Slope Paving, Conc	-1,028.390 Syd @ \$55.00/Syd	(56,561.45)
Subbase, CIP	-404.700 Cyd @ \$16.90/Cyd	(6,839.43)
Substructure, Conc	-307.440 Cyd @ \$500.00/Cyd	<u>(153,720.00)</u>
Total		(\$262,361.51)

Net Revised CM 36 Request \$718,026.92

CM 38

Barrier Backfill (Special)
Pavement Rem (Special)
Total

\$9,569.63
1,471.48
11,041.11

Grand Total

\$996,008.11

Total Offsets This Request (\$282,493.98)
Net Revised Request \$713,514.13

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

CM 30

A type II traffic signal controller cabinet was deleted from the contract by the engineer because the location specified in the project plans is no longer in active use. The controller cabinet was deleted after the contractor had purchased the cabinet per the contract documents. The extra item Restock for Cabinet Type II was established to compensate the contractor for the restocking fee that was charged to return the controller cabinet to the supplier. The extra cost for Restock for Cabinet Type II was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable as it is a standard re-stocking fee that is applied to all customers regardless of size or type of order. The extra cost is completely offset by a \$17,332.05 reduction in the original bid item Cabinet, Type II.

Two street light poles were deleted from the contract by the engineer. One street light pole was located outside of the project removal limits, and the other was a duplication of a street light pole already shown on the project plans. The street light poles were deleted after the contractor had purchased the poles and associated materials per the contract documents. The extra item Restock Light Poles was established to compensate the contractor for the restocking fee that was charged to return the two light poles and associated materials to the supplier. The extra cost for Restock Light Poles was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable as it is a standard re-stocking fee that is applied to all customers regardless of size or type of order. The extra cost is completely offset by a \$2,800.42 reduction in the original bid items 6' Clamp on Bracket Arm, 3' Rise; Code 009-00 Street Light Std; Light Std Shaft, 30' or Less, Single Arm; and Light Std, Frangible Transformer Base.

CM 36

Upon commencement of substructure repairs on M-10 over I-94, it was discovered that piers 1 and 2 were in an advanced state of severe deterioration. The project office contacted the Design Support Area concerning the condition of the bridge. It was mentioned that the State Historical Preservation Organization desired to preserve as much of the bridge as possible, as it is a historical landmark. Approval to remove the two piers would be difficult to obtain unless absolutely necessary. The Design Support Area was provided with pictures of the excessive substructure patch repair removals. After further discussion, it was agreed that both piers were showing excessive deterioration and required removal and replacement. Design work began and construction operations commenced during the winter season. It was decided to remove and replace both piers, while temporarily supporting the new concrete deck, so the northbound M-10 freeway could be opened as soon as possible. This extra work includes demolition, temporary support and reconstruction of the bridge piers. This extra work is funded by the Federal Highway Administration (FHWA) and MDOT. The contract modification has been reviewed and approved for supplemental federal funding participation by FHWA. Final payment will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is partially offset by a \$262,361.51 reduction in the original rehabilitation work items Backfill, Structure, CIP; Slope Paving Header; Slope Paving, Conc; Subbase, CIP; and Substructure, Conc.

CM 38

The contractor was directed to place single face concrete barrier and barrier backfill at turning roadway D near the McGraw Avenue Bridge over I-96. The concrete barrier was placed to shield the end of the slope paving header that was recently exposed, as the proposed shoulder elevation is lower than the existing shoulder elevation. This issue was inadvertently not addressed in the design plans, but work was required for the safety of the traveling public. The cost for Barrier Backfill (Special) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The cross section for the existing shoulder and proposed shoulder did not match at the beginning point of work on turning roadway C. The project plans did not account for the elevation difference in the existing shoulder and the proposed shoulder. Therefore, the contractor was directed to saw cut, remove pavement, and grade the existing material at turning roadway C to transition into the proposed shoulder. This work was completed for the safety of the motoring public. The cost for Pavement Rem (Special) 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 was recommended for approval by the State Transportation Commission at its May 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 80%; State Restricted Trunkline, 18.17%, City of Detroit, 1.83% (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: 48201, 48202, 48208.

195. **Extra 2006 - 67**

Control Section/Job Number: 82123-52803 MDOT Project

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

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

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

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

Description of Project:

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

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(306,446.91)	- 0.38%
Total of Extras/Adjustments (Approved to Date):	3,687,561.87	+ 4.58%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>474,626.25</u>	<u>+ 0.59%</u>
Revised Total	<u>\$84,381,829.29</u>	+ 4.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.20% over the original budget for an **Authorized to Date Amount** of \$83,907,203.04.

Approval of this extra will place the authorized status of the contract 4.79% or \$3,855,741.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

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

Contract Modification Number(s): 63 r. 1

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

Rem Light Standard Fnd Replace Barrier (Structure)	55.000 Ea @ \$3,675.00/Ea	\$202,125.00
Tower Ltg Unit 125 Foot 8 Luminaire	7.000 Ea @ \$38,928.75/Ea	<u>272,501.25</u>
Total		<u>\$474,626.25</u>

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

The existing light standard foundations on the bridge railings at the M-39 and I-96 interchange were in a severely deteriorated condition. This was discovered when the interchange was intermittently closed during the 2005 construction season for bridge rehabilitation work. Rehabilitation work to address the condition of the existing light standard foundations was inadvertently omitted during the design phase. The contractor was directed to remove the light standards that were mounted on the bridge railings and install a tower lighting system. This work was necessary for the safety of the motoring public to prevent concrete debris from falling onto the roadway and to reduce future maintenance issues. This extra work required supplemental FHWA concurrence for federal funding participation, which has been received. The extra cost for Rem Light Standard Fnd Replace Barrier (Structure) and Tower Ltg Unit 125 Foot 8 Luminaire was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in MDOT's Average Unit Price Index and similar work in the region.

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 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

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

Selection: Low bid.

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

Zip Code: 48204, 48223, 48227, 48238.

196. **Extra 2006-68**

Control Section/Job Number: 82111-79778 MDOT Project

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

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

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: MDOT
Engineer's Estimate: \$2,931,142.00

Description of Project:

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

Administrative Board Approval Date:	September 20, 2005	
Contract Date:	October 4, 2005	
Original Contract Amount:	\$2,783,198.11	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	9,752.00	+ 0.35%
Total of Negative Adjustments (Approved to Date):	-180,000.00	- 6.47%
THIS REQUEST	<u>402,500.87</u>	<u>+ 14.46%</u>
Revised Total	<u>\$3,015,450.98</u>	+ 8.34%

Offset Information

Total Offsets This Request	(26,400.00)	- 0.95 %
Net Revised Request	\$376,100.87	+ 13.51%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.12% under the original budget for an **Authorized to Date Amount** of \$2,612,950.11.

Approval of this extra will place the authorized status of the contract 8.34% or \$232,252.87 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3, 4 r. 1, 5

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

CM 3

Bridge Deck Surface Construction	2,100.000 Syd @ \$58.00/Syd	\$121,800.00
Conc, Silica Fume Modified	233.000 Cyd @ \$225.00/Cyd	52,425.00
HMA Patch, Rem	200.000 Syd @ \$35.00/Syd	7,000.00
Hydrodemolition, First Pass	2,100.000 Syd @ \$65.00/Syd	136,500.00
Hydrodemolition, Second Pass	700.000 Syd @ \$1.00/Syd	700.00
Scarifying	2,100.000 Syd @ \$15.00/Syd	<u>31,500.00</u>
Total		<u>\$349,925.00</u>

CM 3 Offset Information

Concrete, Deck Joint Replacement	-22.000 Cyd @ \$1,200.00/Cyd	(\$26,400.00)
Total		(\$26,400.00)

Net Revised CM 3 Request \$323,525.00

CM 4

Managing Hydrodemolition Run Off Water		<u>\$51,256.00</u>
Total		<u>\$51,256.00</u>

CM 5

Pavt Mrkg, Longit, Greater 6" Width, Rem	1,483.000 Ft @ \$0.89/Ft	\$1,319.87
Total		<u>\$1,319.87</u>

Grand Total

\$402,500.87

Total Offsets This Request	(\$26,400.00)
Net Revised Request	<u>\$376,100.87</u>

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

CM 3

While the outermost lanes of northbound and southbound I-75 were closed for staged bridge rehabilitation work, it was discovered that the bridge decks were in a severely deteriorated condition. Rehabilitation work to address this condition had been inadvertently omitted from the contract documents. The contractor was directed to place a concrete overlay on the bridge structures to address the deteriorated condition and extend the life of the bridge structures. The overlay will also address safety for the motoring public and enhance rideability. The cost for Bridge Deck Surface Construction; Conc, Silica Fume Modified; HMA Patch, Rem; Hydrodemolition, First Pass; Hydrodemolition, Second Pass; and Scarifying was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index and the four separate bridge construction operations that will be necessary during the winter and early spring. This extra work is partially offset by a \$26,400.00 reduction in the original bid item Concrete, Deck Joint Replacement.

CM 4

The contractor, as described above, was directed to place concrete overlays on two bridge decks. As part of this work, the contractor had to hydrodemolish the bridge decks to prepare them for the concrete overlay. The hydrodemolition work removes the existing concrete material in poor condition. The contractor was directed to manage the hydrodemolition run off water per the Special Provision for Managing Hydrodemolition Runoff Water.

The extra cost for Managing Hydrodemolition Run Off Water was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, prevailing wage rates, industry standard rental rates, and invoice material costs.

CM 5

The contractor was directed to place pavement markings on the deceleration lanes at I-75 and 14 Mile Road to accommodate traffic staging and bridge overlay work. The pavement marking work also required the removal of the existing 12 inch ramp gore striping. Additionally, an existing 12 inch pavement marking had to be removed at I-94 and Beech Daly Road for stage two work on bridge deck joint repairs. A pay item for removal of wide pavement markings was inadvertently omitted from the original bid items during the design phase. The extra cost for Pavt Mrkg, Longit, Greater 6" Width, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its May 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

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

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

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

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

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

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

Selection: Low bid.

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

Zip Code: 48071, 48083.

197. **Extra 2006 - 69**

Control Section/Job Number: 62123-76822 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: Wadel Stabilization, Inc.
2500 Oceana Drive
Hart, MI 49420

Designed By: Local Agency
Engineer's Estimate: \$512,116.57

Description of Project:

Approximately 0.80 miles of clearing, trenching, hot mix asphalt base crushing and shaping, earth excavation, culverts, aggregate base, hot mix asphalt paving, aggregate shoulders, riprap, concrete curb and gutter, slope restoration and pavement markings on Green Avenue from Lake Drive to M-82, in Newaygo County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 29, 2005	
Original Contract Amount:	\$549,648.75	
Total of Overruns/Changes (Approved to Date):	35,396.92	+ 6.44%
Total of Extras/Adjustments (Approved to Date):	46,216.69	+ 8.41%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>56,493.88</u>	<u>+ 10.28%</u>
Revised Total	<u>\$687,756.24</u>	+ 25.13%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.85% over the original budget for an **Authorized to Date Amount** of \$631,262.36.

Approval of this extra will place the authorized status of the contract 25.13% or \$138,107.49 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

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

CM 6		
Slope Grading	1.000 Ea @ \$6,050.00/Ea	\$6,050.00
Undercut Prior to Top Course Paving	1.000 Ea @ \$10,443.88/Ea	10,443.88
Utility Delays		<u>40,000.00</u>
Total		<u>\$56,493.88</u>

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

The contractor was directed to grade the roadway foreslope to a 1 on 4 surface to eliminate the need for guardrail. This provides a safer roadway for the motoring public and provided a project cost savings. The extra cost for Slope Grading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. This extra work will be 100 percent funded by the local agency, as the project has exceeded the federal grant monies. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index. This extra cost is \$2,750 less costly and safer than establishing guardrail in this same area.

A roadway settlement issue was discovered after placement of the HMA base course. The contractor was directed to remove the unsuitable materials and place filter fabric and aggregate base before continuing with the roadway section. This extra work will be 100 percent funded by the local agency, as the project has exceeded the federal grant monies. The extra cost for Undercut Prior to Top Course Paving was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index and similar items bid on the project, and takes into account the additional time and labor involved due to the presence of numerous utility lines in the settlement area.

Several utility companies were directed to relocate their facilities during construction operations. The facilities were relocated once but due to staking errors they were directed to relocate their facilities a second time. The local agency project staker mistakenly forgot the project involved a new drainage ditch. The required elevation for the utilities was not conveyed to the utilities and their relocated utility work was not deep enough and had to be relocated a second time. The contractor was encouraged to continue working through the construction season at a reduced production rate in order to complete this project in 2005. An extra work item was established to compensate the contractor for lost production inefficiencies in labor and equipment. The decision was made that a full week of labor and equipment cost delays would be compensated for the lost production, as project records indicate that utility conflicts slowed the contractor's production rates and delayed their schedule approximately one week. Recovery costs are not being pursued due to engineering staking issues. The negotiated price was computed by the engineer and agreed to by the contractor. This extra work will be 100 percent funded by the local agency, as the project has exceeded the federal grant monies. The extra cost for Utility Delays was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to daily records, equipment costs, and similar work performed on projects in the region.

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 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 81.85%; Newwaygo, 18.15% (see above for specific pay item funding).
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 49412.

198. **Extra 2006 - 70**

Control Section/Job Number: 82062-59881 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: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$17,801,817.81

Description of Project:

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

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	617,659.24	+ 3.59%
Total of Extras/Adjustments (Approved to Date):	3,196,013.96	+ 18.60%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>170,690.01</u>	<u>+ 0.99%</u>
Revised Total	<u>\$21,169,140.80</u>	+ 23.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 22.19% over the original budget for an **Authorized to Date Amount** of \$20,998,450.79.

Approval of this extra will place the authorized status of the contract 23.18% or \$3,984,363.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-111	14 r. 1	\$416,797.42	10/04/05
2005-122	22 r. 1	\$370,000.00	11/01/05
2005-143	24, 25 r. 1	\$1,816,436.12	12/06/05
2006-007	28	\$327,467.00	02/07/06
2006-042	26	\$9,897.70	04/04/06
2006-053	31, 33	\$162,586.00	05/02/06

Contract Modification Number(s): 34, 35

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

CM 34

Comerica Style Street Light-Replace Damaged	1.000 Ea @ \$8,598.01/Ea	\$8,598.01
Case Sign Panel	1.000 Ea @ \$276.00/Ea	<u>276.00</u>
Total		<u>\$8,874.01</u>

CM 35

Force Account – Budget Repair Existing DWSD		
Water Services		\$55,000.00
Miscellaneous Utility Conflict Force Account		
Budget		75,000.00
Bit Surface, Rem	15,520.000 m2 @ \$2.05/m2	<u>31,816.00</u>
Total		<u>\$161,816.00</u>

Grand Total

\$170,690.01

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

CM 34

The contractor was directed to replace a light pole and luminaire that were damaged from a traffic accident during the winter shutdown period. Recovery costs are not being pursued, as a police report is not available for this incident. This extra work is funded with 87.5 percent State Restricted Trunkline funds and 12.5 percent city of Detroit funds. The extra cost for Comerica Style Street Light-Replace Damaged was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid costs with regards to purchasing a single light pole and luminaire.

The contractor was directed to obtain and place an overhead case sign panel at the intersection of Michigan and Lonyo Avenues. The case sign panel was necessary to properly advise motorists of the traffic configuration and will help aid traffic flow, as the existing left turn sign was previously damaged by traffic during construction. The extra cost for Case Sign Panel was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with other similar items of work bid on the project.

CM 35

The extra work items Force Account – Budget Repair Existing DWSD Water Services and Miscellaneous Utility Conflict Force Account Budget were established on previous contract modifications. These increases will adjust the previously authorized budgets to the current as-estimated budgets.

This item was previously established for the first half of the project and this increase is the estimated amount necessary to complete the second half. The contractor has been directed to make any necessary repairs to damaged water services in a timely manner due to manpower shortages, as authorized by the Detroit Water and Sewerage Department (DWSD). This extra work is 100 percent funded by the local agency. The extra item Force Account – Budget Repair Existing DWSD Water Services will establish a budgeted item for this work. The final extra cost for Force Account – Budget Repair Existing DWSD Water Services will be based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

This item was previously established for the first half of the project and this increase is the estimated amount necessary to complete the second half. This extra item will increase the budget for conflicts with the planned work. This work includes repairing/replacing traffic signal controllers damaged by the motoring public; conflicts between the new storm sewer and existing utilities; removing existing utilities; conflicts with existing utilities not shown on the plans, including existing drainage facilities, basements, and concrete storage facilities that require removal and cause delays to contract work. The extra item Miscellaneous Utility Conflict Force Account Budget will establish a budget for all of this extra work. The final extra cost for Miscellaneous Utility Conflict Force Account Budget will be based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The following item was newly created on this contract modification.

The contractor was directed to open all traffic lanes for the 2005-2006 winter season. This included placing temporary asphalt pavement between the existing pavement and the new pavement that was placed as part of stage 1. In March 2006, the contractor was directed to remove the previously placed temporary asphalt to begin stage 2 work. The extra cost for Bit Surface, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its May 25, 2006, meeting, and are now recommended for approval by the State Administrative Board on June 6, 2006.

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

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

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.21%; City of Detroit 1.94% (see above for specific pay item funding).

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

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

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

Selection: Low bid.

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

Zip Code: 48226.

199. **Extra 2006 - 71**

Control Section/Job Number: 82124-60077 MDOT Project

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

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

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

Designed By: MDOT
Engineer's Estimate: \$16,032,653.84

Description of Project:

0.47 miles of reconstruction of existing freeway mainline pavement, shoulders and construction of new service drive, deck replacement, pin and hanger replacement, beam end repair and substructure repair on I-96 under Michigan Avenue, construction of bridge for Canadian Pacific Railroad over west service drive of I-75 and I-96, and construction of retaining walls along service drive in the city of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	835,145.64	+ 4.97%
Total of Extras/Adjustments (Approved to Date):	198,029.95	+ 1.18%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>557,070.00</u>	<u>+ 3.32%</u>
Revised Total	<u>\$18,388,205.50</u>	+ 9.47%

Offset Information

Total Offsets This Request	(311,110.99)	- 1.85%
Net Revised Request	\$245,959.01	+ 1.46%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.15% over the original budget for an **Authorized to Date Amount** of \$17,831,135.50.

Approval of this extra will place the authorized status of the contract 9.47% or \$1,590,245.59 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 25

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

CM 25

Construction of Welded Rail Track Modified	1,787.000 Ft @ \$210.00/Ft	\$375,270.00
Construction of Bolted Rail Track Modified	900.000 Ft @ \$202.00/Ft	<u>181,800.00</u>
Total		<u>\$557,070.00</u>

CM 25 Offset Information

Construction of Bolted Rail Track	-201.000 Ft @ \$128.44/Ft	(\$25,816.44)
Construction of Welded Rail Track	-1,787.000 Ft @ \$159.65/Ft	<u>(285,294.55)</u>
Total		(\$311,110.99)

Net Revised CM 25 Request \$245,959.01

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

The contractor was directed to construct all mainline track with 136-pound track in lieu of the 115-pound track as specified in the Special Provision for Rail. This change was directed by the Canadian Pacific Railroad, and approved by MDOT and the Federal Highway Administration. The 115-pound rail requirement was an inadvertent error in the special provision during the design phase; the requirement should have been listed as 136-pound rail from the initial railroad communication and design. The extra cost for Construction of Welded Rail Track Modified and Construction of Bolted Rail Track Modified was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid items. This extra work is partially offset by a \$311,110.99 reduction in the original bid items Construction of Bolted Rail Track and Construction of Welded Rail Track.

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 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

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

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

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 20.00%.

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

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

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

Selection: Low bid.

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

Zip Code: 48216.

200. **Extra 2006 - 72**

Control Section/Job Number: 25402-56225 Local Agency Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Six-S, Inc.
 2210 Scott Lake Rd.
 Waterford, MI 48328
 Designed By: Wade-Trim/Associates, Inc./Rowe, Inc.
 Engineer's Estimate: \$6,637,206.00

Description of Project:

Road reconstruction and water main replacement on Pierson Road from Fleming Road to Horton Road in the city of Flint, Genesee County.

Administrative Board Approval Date:	August 3, 2004	
Contract Date:	September 27, 2004	
Original Contract Amount:	\$6,330,511.11	
Total of Overruns/Changes (Approved to Date):	458,106.27	+ 7.24%
Total of Extras/Adjustments (Approved to Date):	389,708.34	+ 6.16%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>19,490.75</u>	<u>+ 0.31%</u>
Revised Total	<u>\$7,197,816.47</u>	+ 13.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.40% over the original budget for an **Authorized to Date Amount** of \$7,178,325.72.

Approval of this extra will place the authorized status of the contract 13.71% or \$867,305.36 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-149	11	\$101,260.00	12/20/05
2006-049	16, 19, 21 r. 1	\$19,907.60	04/18/06

Contract Modification Number(s): 22 r. 1

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

Dr Structure, Adj, Add Depth	39.800 Ft @ \$375.00/Ft	\$14,925.00
Pavt Mrkg, Longit, 6" or Less Width, Rem	4,421.000 Ft @ \$0.47/Ft	2,077.87
Subgrade Undercutting, Type III	168.670 Cyd @ \$14.75/Cyd	<u>2,487.88</u>
Total		<u>\$19,490.75</u>

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

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

The existing sanitary and storm manholes were in worse condition than anticipated during the design phase. These conditions were not discovered until the structures were being adjusted to grade during construction operations. 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 and similar work in the region.

The project construction phasing was combined and the overall project time shortened due to a delayed award. The delayed award was because of issues between the City of Flint and MDOT, and outside the control of the contractor. The contractor was allowed to combine the phases in order to finish the project with the same overall completion date. The construction phase changes required additional pavement marking removals. In addition, temporary pavement markings were used in lieu of additional traffic control devices during phased construction operations to maintain traffic. The contractor was directed to remove the pavement markings when no longer applicable. The extra cost for Pavt Mrkg, Longit, 6" or Less Width, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index.

Poor soils were discovered in several areas. The contractor was directed to remove and replace the poor soil prior to roadway construction. The extra cost for Subgrade Undercutting, Type III was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items.

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

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

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

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

Funding Source: FHWA, 81.85%; City of Flint, 18.15%.

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

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

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

Selection: Low bid.

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

Zip Code: 48505.

201. **Extra 2006 - 73**

Control Section/Job Number: 11015-78746 MDOT Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Icarus Industrial Painting & Contracting
 415 Westchester Lane
 Valparaiso, IN 46385
 Designed By: MDOT
 Engineer's Estimate: \$1,947,789.94

Description of Project:

Joint replacement, pin and hanger replacement, painting and structural steel repair on six structures, on I-196, I-94 and Jean Klock Road, in the city of Benton Harbor, Lincoln and Hagar Townships, Berrien County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 13, 2005	
Original Contract Amount:	\$1,712,799.80	
Total of Overruns/Changes (Approved to Date):	139,223.17	+ 8.13%
Total of Extras/Adjustments (Approved to Date):	95,877.00	+ 5.60%
Total of Negative Adjustments (Approved to Date):	(460.00)	- 0.03%
THIS REQUEST	<u>42,464.13</u>	<u>+ 2.48%</u>
Revised Total	<u>\$1,989,904.10</u>	+ 16.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.70% over the original budget for an **Authorized to Date Amount** of \$1,947,439.97.

Approval of this extra will place the authorized status of the contract 16.18% or \$277,104.30 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5, 6, 11 r. 1

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

CM 5

Pavt Mrkg, Longit, 6" or Less Width, Rem	9,273.000 Ft @ \$1.00/Ft	9,273.00
Pavt Mrkg, Waterborne, 12", White Adjustment	1,804.000 Ft @ \$0.03/Ft	54.12
Pavt Mrkg, Waterborne, 4", White Adjustment	8,455.000 Ft @ \$0.01/Ft	84.55
Pavt Mrkg, Waterborne, 6", White Adjustment	16,494.000 Ft @ \$0.015/Ft	247.41
Pavt Mrkg, Waterborne, 6", Yellow Adjustment	17,568.000 Ft @ \$0.015/Ft	263.52
Pavt Mrkg, Ovly Cld Plas, 12", X-Hat, Yellow	96.400 Ft @ \$4.75/Ft	457.90
Rem Spec Mrkg	36.000 Sft @ \$3.25/Sft	<u>117.00</u>
Total		<u>\$10,497.50</u>

CM 6

Sign, Portable, Changeable Message, Furn	2.000 Ea @ \$4,095.00/Ea	\$8,190.00
Sign, Portable, Changeable Message, Oper	2.000 Ea @ \$525.00/Ea	<u>1,050.00</u>
Total		<u>\$9,240.00</u>

CM 11

Replaced Damaged Barricade Lights	3.000 Ea @ \$15.00/Ea	\$45.00
Traffic Control Adjustment		<u>22,681.63</u>
Total		<u>\$22,726.63</u>

Grand Total

\$42,464.13

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

CM 5

The work item to remove existing pavement markings less than 6 inches in width was inadvertently omitted from the original bid items. The contractor was directed to remove the existing pavement markings to properly maintain traffic in the work zone. Removing the existing markings will eliminate confusion to the motoring public and allow proper traffic transitions across the work zone. The extra cost for Pavt Mrkg, Longit, 6" or Less Width, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on other projects in the region.

Construction operations extended past October 1, 2005. The as planned pavement markings could not be placed as the temperature was too cold. Regular dry pavement markings were necessary to complete the project due to cold weather limitations. The extra cost for Pavt Mrkg, Waterborne, 12", White Adjustment; Pavt Mrkg, Waterborne, 4", White Adjustment; Pavt Mrkg, Waterborne, 6", White Adjustment; and Pavt Mrkg, Waterborne, 6", Yellow Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The price adjustment was applied to four original pavement markings per a statewide construction advisory issued on October 14, 2005, which specifies the negotiated cost adjustment to the original bid price. The cost was deemed reasonable as it was adjusted per the construction advisory.

The contractor was directed to remove and replace yellow cross hatching in advance of a traffic island located in the center of the roadway. The cross hatching was required to be removed to properly and safely maintain traffic during construction staging. The cross hatching was required to be replaced when the project was completed to properly notify traffic of the island location. The extra cost for Rem Spec Mrkg and Pavt Mrkg, Ovly Cld Plas, 12", X-Hat, Yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar quantity work on other projects in the region.

CM 6

The contractor was directed to obtain and utilize two portable changeable message boards for project work. These message boards were requested because of the anticipated number of traffic changes for contract work at I-94 over the CSX railroad. This work was not anticipated during design, but was discussed during construction operations when it became evident that conveying information to the motoring public about the increasing number of traffic changes would be beneficial. The extra cost for Sign, Portable, Changeable Message, Furn and Sign, Portable, Changeable Message, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work items on other projects in the region.

CM 11

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

This project required bridge repairs to be completed at one location at a time. There were three locations specified and a total of six project bridges. After the contractor started one location, the contractor was directed to also begin operations at a different location on I-94. The bridge pin and hangers had cracked and there were concerns with the stability of the structure. This increased the amount of signs required on the project by 100 percent over plan quantity. From that point forward, the contractor was allowed to work at two locations simultaneously. In conjunction with this work, there were several extra items of work that extended the project past the original completion date. This extra work included temporary bridge supports and pier cap concrete repairs that were omitted from the design plans, but necessary to complete project work. Furthermore, the railroad could not supply the railroad flaggers as requested by the contractor, which caused delays to the project. There were benefits realized by MDOT to have the contractor mobilize at the I-94 bridges, and benefits realized by the contractor to work at two locations at the same time. Additionally, there were a number of signs and drums that the contractor ordered and used for his convenience. As the actual delay caused by the railroad and the extra work could not be precisely determined, MDOT proposed to share the additional costs with the contractor on the additional signs and the traffic control adjustment since there was a benefit to both parties. Negotiations proceeded and the contractor agreed to the cost sharing.

The detailed cost sharing documentation can be found in the project files.

The traffic control adjustment for traffic control items from September 23, 2005, to November 3, 2005, totaled \$35,021.76. The additional signs and drums totaled \$8,338.47. The sum was shared equally at \$21,680.12. MDOT agreed to pay for the traffic control adjustment for the time period from November 4, 2005, to November 29, 2005, for a total of \$760.37, and the adjustment for two portable changeable message boards of \$8,579.61 as this work was requested by MDOT. MDOT's total participation became \$31,020.10. The amount for signs and drums of \$8,338.47 was paid under the original contract pay items and will be re-adjusted on a separate contract modification at the request of the subcontractor. The resulting balance, $\$31,020.10 - \$8,338.47 = \$22,681.63$, was established as the final adjustment for traffic control.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of time without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame, as described above. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction and as described above.

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 25, 2006, meeting, and are now recommended for approval by the State Administrative Board on June 6, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 49127.

202. **Extra 2006 - 74**

Control Section/Job Number:	63459-49862	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Six-S, Inc. 2210 Scott Lake Rd. Waterford, MI 48328	
Designed By:	Hubbell, Roth & Clark, Inc.	
Engineer's Estimate:	\$11,164,842.05	

Description of Project:

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

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	November 11, 2002	
Original Contract Amount:	\$8,562,497.07	
Total of Overruns/Changes (Approved to Date):	(51,336.35)	- 0.60%
Total of Extras/Adjustments (Approved to Date):	593,837.05	+ 6.94%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>59,250.22</u>	<u>+ 0.69%</u>
Revised Total	<u>\$9,164,247.99</u>	+ 7.03%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.34% over the original budget for an **Authorized to Date Amount** of \$9,104,997.77.

Approval of this extra will place the authorized status of the contract 7.03% or \$601,750.92 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-41	6, 16	\$150,266.50	09/02/03
2005-117	45 r. 4, 46, 47	\$84,165.57	09/30/05

Contract Modification Number(s): 48

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

Reseeding Greenbelt	2.000 LS @ \$14,901.92/LS	\$29,803.84
Driveway at 2611 Long Lake Road	1.000 LS @ \$16,799.01/LS	16,799.01
Drainage at 2115 Long Lake Road	1.000 LS @ \$12,647.37/LS	<u>12,647.37</u>
Total		<u>\$59,250.22</u>

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

During the summer of 2005, the local agency received numerous phone calls concerning dead sod in the greenbelt along Long Lake Road. The sod was placed as part of the contract, but died after the inspection and acceptance period and was overtaken by weeds. The contractor was directed to apply a herbicide, disk the soil, and re-seed the greenbelt. This extra work is 100 percent funded by the local agency. The extra cost for Reseeding Greenbelt was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on other local projects in the region.

The local agency agreed to reconstruct the primary driveway to 2611 Long Lake Road based on discussions held during construction operations. The temporary driveway used during construction operations was paved and submitted for approval on a previous contract modification. The primary driveway grade was greater than the driveway grades per the local agency standards; therefore, the local agency agreed to reconstruct the driveway. This extra will compensate the contractor for reconstructing the primary driveway at the local residence. The extra cost is 100 percent funded by the local agency. The extra cost for Driveway at 2611 Long Lake Road is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Prior to construction, this parcel held water, was graded poorly, and was lower than the existing roadway and the top of ditch grade. Sidewalk was placed per the project plans and the sidewalk placement followed the local topography along the parcel right-of-way. In some areas, this increased the local ponding issues by increasing the grade of the sidewalk. To correct the ponding issue, the contractor was directed to place a minor drainage system consisting of numerous two foot drainage structures, a 6 inch perforated underdrain, and a drainage trench of 5G gravel material. The extra cost for Drainage at 2115 Long Lake Road is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

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

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

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 81.85%; City of Troy, 18.15% (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: 48085, 48310.

203. **Extra 2006 - 75**

Control Section/Job Number:	84911-77697	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:	John R. Howell, Inc. 9200 Bridge Hwy. Dimondale, MI 48821	
Designed By:	MDOT	
Engineer's Estimate:	\$169,052.83	

Description of Project:

Traffic signal upgrading and modernization at 12 locations in the Ishpeming Transportation Service Center region, in the cities of Marquette, Negaunee, and Lake Linden, in counties of Baraga, Houghton, Keweenaw and Marquette.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 15, 2004	
Original Contract Amount:	\$150,849.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	24,089.88	+ 15.97%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>46,704.19</u>	<u>+ 30.96%</u>
Revised Total	<u>\$221,643.07</u>	+ 46.93%

Offset Information

Total Offsets This Request	(1,950.00)	- 1.29%
Net Revised Request	\$44,754.19	+ 29.67%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.97% over the original budget for an **Authorized to Date Amount** of \$174,938.88.

Approval of this extra will place the authorized status of the contract 46.93% or \$70,794.07 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-43	2 r. 3	\$24,089.88	04/04/06

Contract Modification Number(s): 1

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

CM 1

Compensation for Downtime Due to Redesign		\$4,084.87
Utility Costs Invoice		3,869.32
Foundation, Street Light, Modified	3.000 Ea @ \$400.00/Ea	1,200.00
Pushbutton Isolator	2.000 Ea @ \$300.00/Ea	600.00
2/C Loop Detector	2.000 Ea @ \$1,000.00/Ea	2,000.00
LED TS Pedestrian Two Way Bracket Arm Mtd		
Price Adjust.	8.000 Ea @ \$400.00/Ea	3,200.00
Radio Control Special		12,000.00
Cable, P.J. 600V, 1, 7/C#14, Fig 8	650.000 Ft @ \$5.50/Ft	3,575.00
Cable, Rem	400.000 Ft @ \$2.00/Ft	800.00
Cable, Sec, 600V, 1, 2/C#6	350.000 Ft @ \$4.50/Ft	1,575.00
Conduit, DB, 2, 3 inch	50.000 Ft @ \$18.00/Ft	900.00
Fdn. Rem	1.000 Ea @ \$1,000/Ea	1,000.00
Steel Pole, Rem	1.000 Ea @ \$1,000/Ea	1,000.00
Strain Pole Fdn, Cased	12.000 Ft @ \$450.00/Ft	5,400.00
Strain Pole, Steel, Anchor Base, 40 foot	1.000 Ea @ \$5,500.00/Ea	5,500.00
Total		<u>\$46,704.19</u>

CM 1 Offset Information

Cable, Shielded, 600V, 1, 2/C#12, Interch -1,300.000 Ft @ \$1.50/Ft (\$1,950.00)
Total (\$1,950.00)

Net Revised CM 1 Request \$44,754.19

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

The traffic signals at the intersection of 3rd and 4th Streets were re-designed at the request of the statewide signal inspector and the Traffic and Safety Support Area. This request was made to bring the intersection into compliance with the current electrical code. Several work items on this contract modification are related to this re-design, unless otherwise noted.

This work is not related to the re-design of the 3rd and 4th Streets intersection. The contractor was directed to shut down operations because the as planned conduit was deemed unsuitable for use on several days in November of 2004. The extra work item Compensation for Downtime Due to Redesign will compensate the contractor for idle work time. The extra cost for Compensation for Downtime Due to Redesign is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Additional utility costs were incurred while completing extra work at the US-41 and M-35 intersection. The existing poles at the intersection were too short for use and new poles were required to obtain the proper signal height. The extra cost for Utility Costs Invoice was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is based on an invoice from a public utility and was deemed reasonable, as it is the standard rate applied for commercial work.

The contractor was directed to modify the existing street light foundations in order to place wiring for the new pedestrian signals. The existing conduit was not in compliance with current electrical code as was originally anticipated during the design phase. The foundations were modified in order to provide conduit feeds for the new pedestrian signal wiring. The extra cost for Foundation, Street Light, Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar force accounts on region projects.

This work is not related to the re-design of the 3rd and 4th Streets intersection. The contractor was directed to obtain and place pedestrian pushbutton isolators. These devices reduce the voltage in the pedestrian pushbuttons from 120 volts to 6 volts. This was requested by the statewide signal inspector after project award. This was a safety consideration for personnel working on the signals during maintenance activities and this has been incorporated on all signal projects. The extra cost for Pushbutton Isolator was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar force account work on region projects.

This work is not related to the re-design of the 3rd and 4th Streets intersection. The contractor was directed to obtain and place two channel digital loop detector wiring in the traffic signal controller box. This work was inadvertently omitted during the design phase, but was necessary to complete project work per the plans and specifications. The extra cost for 2/C Loop Detector was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

The contractor was directed to obtain and place 8 LED pedestrian signal two way bracket arms versus the as planned standard light signal bracket arms. The LED bracket arms are smaller in size and were used to maintain proper pedestrian head clearance when mounted on the street light poles. They also require less maintenance and provide a longer service life. The extra item LED TS Pedestrian Two Way Bracket Arm Mtd Price Adjust was established to compensate the contractor for the additional \$400 material and labor cost for each LED signal. This cost is above the as bid cost for the regular pedestrian signal as there will not be any offsetting original bid items. The extra cost for LED TS Pedestrian Two Way Bracket Arm Mtd Price Adjust. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items.

This work is not related to the re-design of the 3rd and 4th Streets intersection. The contractor was directed to install two radio controlled communication devices to control the flashing school crossing signs at the Lake Linden School. These radio controls were necessary because there was not room to place an overhead wire and adhere to the electrical code clearances. Additionally the radio control system was deemed to be less expensive than directional boring or opening cutting. The extra cost for Radio Control Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work completed by MDOT maintenance forces and materials purchased by MDOT directly from suppliers.

This work is not related to the re-design of the 3rd and 4th Streets intersection. As part of the Lake Linden School crossing signs an older cable was required to be removed and new cable installed to one of the flashing school signs. An incorrect cable was specified in the project plans. The extra cost for Cable, P.J. 600V, 1, 7/C#14, Fig 8 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. This extra work is partially offset by a \$1,950 reduction in the original bid item Cable, Shielded, 600V, 1, 2/C#12, Interch.

As part of the plan revision described, above older cable was required to be removed and new cable installed. This work was required to provide new electrical service to the signal at 3rd Street to meet the current electrical code. The extra cost for Cable, Sec, 600V, 1, 2/C#6; Conduit, DB, 2, 3 inch; and Cable, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index and similar bid items.

The contractor was directed to remove and replace an existing steel pole and foundation as part of the redesign described above. The fill at this location was over the rust collar depth and the statewide signal inspector, with the concurrence of the Traffic and Safety Support Area's Traffic Signals Unit, requested that the pole be removed and replaced. The extra cost for Fdn. Rem; Steel Pole, Rem; Strain Pole Fdn, Cased; and Strain Pole, Steel, Anchor Base, 40 foot was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

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 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

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

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

Funding Source: FHWA, 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: 49946.

OVERRUNS

204. **Overrun 2006 - 25**

Control Section/Job Number: 08555-78051 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: Aggregate Industries-Central Region
911 Hatfield Avenue
Kalamazoo, MI 49001

Designed By: Local Agency
Engineer's Estimate: \$825,950.00

Description of Project:

5.18 miles of hot mix asphalt paving, cold milling asphalt, aggregate shoulders and guardrail work on North Avenue from north of Lacey Road to north of Baseline Road, in Assyria and Johnstown Townships, Barry County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 22, 2005	
Original Contract Amount:	\$696,953.50	
Total of Overruns/Changes (Approved to Date):	69,695.35	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,012.80	+ 0.58%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>70,722.56</u>	+ <u>10.15%</u>
Revised Total	<u>\$841,384.21</u>	+ 20.73%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.58% over the original budget for an **Authorized to Date Amount** of \$770,661.65.

Approval of this overrun will place the authorized status of the contract 20.73% or \$144,430.71 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

HMA, 3C	2,058.00 Ton @ \$27.53/Ton	\$56,656.74
Shoulder, CI II	901.655 Ton @ \$15.60/Ton	14,065.82
Total		<u>\$70,722.56</u>

Reason(s) for Overrun(s):

Heavy maintenance work was completed on the roadway foreslopes and shoulders prior to commencement of construction operations. This work cracked and rutted the existing roadway pavement at several locations. The contractor was directed to place additional asphalt at these locations to level and strengthen the existing roadway prior to placement of the asphalt leveling course. The roadway shoulder in some of these same areas was also leveled and strengthened prior to placement of plan quantities of shoulder work. These factors led to an overrun in the original bid items HMA , 3C and Shoulder, CI II.

Each 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 was recommended for approval by the State Transportation Commission at its May 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

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, 79%; State Restricted Trunkline, 21%.

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: 49021.

205. **Overrun 2006 - 26**

Control Section/Job Number:	09101-79140	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:	J. Slagter & Son Construction Co. 1326 142nd Avenue Wayland, MI 49348	
Designed By:	MDOT	
Engineer's Estimate:	\$305,999.78	

Description of Project:

11.638 miles of guardrail removal and replacement on US-10 from Patrick Road easterly to I-75/US-10 interchange in the village of Auburn, in the townships of Williams and Monitor, Bay and Midland Counties.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 7, 2004	
Original Contract Amount:	\$417,790.35	
Total of Overruns/Changes (Approved to Date):	41,779.04	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	57,180.00	+ 13.69%
Total of Negative Adjustments (Approved to Date):	(675.00)	- 0.16%
THIS REQUEST	<u>26,989.90</u>	+ <u>6.46%</u>
Revised Total	<u>\$543,064.29</u>	+ 29.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.53% over the original budget for an **Authorized to Date Amount** of \$516,074.39.

Approval of this overrun will place the authorized status of the contract 29.99% or \$125,273.94 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:

Slope Restoration	2,768.195 Syd @ \$9.75/Syd	<u>\$26,989.90</u>
Total		<u>\$26,989.90</u>

Reason(s) for Overrun(s):

The original bid quantity for slope restoration was inadvertently transposed from the design calculation sheets to the project plan quantities. Additional quantity was necessary to build the project per the project plan sheets and specifications.

The work item Slope Restoration 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 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

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: 48611.

206. **Overrun 2006 - 27**

Control Section/Job Number: 47121-M60501 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: Cadillac Asphalt, LLC.
P O Box 87248
Canton, MI 48188

Designed By: MDOT
Engineer's Estimate: \$148,817.02

Description of Project:

0.50 miles of cold milling and single course hot mix asphalt overlay on Old M-155 southbound from Sibley Street southerly to Walnut Street, in the city of Howell, Livingston County.

Administrative Board Approval Date:	September 6, 2005	
Contract Date:	September 23, 2005	
Original Contract Amount:	\$183,641.25	
Total of Overruns/Changes (Approved to Date):	18,364.13	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	23,704.15	+ 12.91%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>63,391.70</u>	+ <u>34.52%</u>
Revised Total	<u>\$289,101.23</u>	+ 57.43%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 22.91% over the original budget for an **Authorized to Date Amount** of \$225,709.53.

Approval of this overrun will place the authorized status of the contract 57.43% or \$105,459.98 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:

Cold Milling HMA Surface	4,655.095Syd@\$4.75/Syd	\$22,111.70
HMA, 5E3, High Stress	645.000 Ton @ \$64.00/Ton	<u>41,280.00</u>
Total		<u>\$63,391.70</u>

Reason(s) for Overrun(s):

The original bid quantity for Cold Milling HMA Surface and HMA, 5E3, High Stress was miscalculated during the design phase. The original bid quantities were almost one half of the actual field measured values necessary to complete the work as required in the project plans and proposal. This caused an overrun in each of the respective bid items.

Each 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 was recommended for approval by the State Transportation Commission at its May 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

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 Code: 48843.

207. **Overrun 2006 - 28**

Control Section/Job Number:	47065-81402	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:	Causie Contracting, Inc. 201 Plains Road Mason, MI 48854	
Designed By:	MDOT	
Engineer's Estimate:	\$999,729.84	

Description of Project:

3.57 miles of concrete pavement repairs, dowel bar retrofits and diamond grinding on I-96 from Chilson Road easterly to Dorr Road in Genoa Township, Livingston County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	May 6, 2005	
Original Contract Amount:	\$1,104,268.12	
Total of Overruns/Changes (Approved to Date):	110,426.81	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,071.00	+ 0.28%
Total of Negative Adjustments (Approved to Date):	(13,699.11)	- 1.24%
THIS REQUEST	<u>69,429.68</u>	+ <u>6.29%</u>
Revised Total	<u>\$1,273,496.50</u>	+ 15.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.04% over the original budget for an **Authorized to Date Amount** of \$1,204,066.82.

Approval of this overrun will place the authorized status of the contract 15.33% or \$169,228.38 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:

Diamond Grinding Conc Pavt	3,032.914 Syd @ \$8.47/Syd	\$25,688.78
Pavt Repr, Nonreinf Conc, 11 inch	624.870 Syd @ \$70.00/Syd	<u>43,740.90</u>
Total		<u>\$69,429.68</u>

Reason(s) for Overrun(s):

The project specified diamond grinding the eastbound travel (outermost) lane of I-96 after completion of the concrete pavement repairs. Diamond grinding was specified because the amount of concrete pavement repairs was substantial on the eastbound side of the roadway. The contractor was also directed to diamond grind the westbound travel (outermost) lane of I-96 after completion of concrete pavement repairs. This was directed as the number of concrete pavement repairs on westbound I-96 was increased during construction operations. Diamond grinding provides enhanced ride quality and promotes longer service life of the concrete pavement repairs. This work was not included in the original design as the number of pavement repairs on the westbound side of the roadway was not substantial; however, that changed during construction operations. The additional diamond grinding caused an overrun in the original bid item Diamond Grinding Conc Pavt.

Additional pavement cracking was evident after commencement of construction operations. These cracks were in addition to the repairs noted in the pavement repair log, which is contained in the project proposal. The contractor was directed to repair the concrete pavement per the plans and specifications. This led to an overrun in the original bid item, Pavt Repr, Nonreinf Conc, 11 inch.

Each 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 was recommended for approval by the State Transportation Commission at its May 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48843.

208. **Overrun 2006 - 29**

Control Section/Job Number: 63043-83700 MDOT Project

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

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

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

Designed By: MDOT

Engineer's Estimate: \$1,555,513.00

Description of Project:

5.52 miles of concrete pavement restoration including concrete patching, intermediate surface repair and concrete joint repair on M-59 eastbound and westbound from the east side of Crooks Road to the west side of Ryan Road, in the cities of Rochester Hills and Utica, Oakland and Macomb Counties.

Administrative Board Approval Date:	August 2, 2005	
Contract Date:	August 11, 2005	
Original Contract Amount:	\$1,377,980.59	
Total of Overruns/Changes (Approved to Date):	137,798.06	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	35,304.15	+ 2.56%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>119,980.00</u>	+ <u>8.71%</u>
Revised Total	<u>\$1,671,062.80</u>	+ 21.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.56% over the original budget for an **Authorized to Date Amount** of \$1,551,082.80.

Approval of this overrun will place the authorized status of the contract 21.27% or \$293,082.21 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Pavt Repr, Reinf Conc, 10 inch	1,714.000 Syd @ \$50.00/Syd	\$85,700.00
Pavt Repr, Rem	1,714.000 Syd @ \$20.00/Syd	<u>34,280.00</u>
Total		<u>\$119,980.00</u>

Reason(s) for Overrun(s):

While marking out the concrete pavement repairs in the field, project staff noted the original bid quantity was not sufficient to cover the amount of concrete pavement repairs contained in the pavement repair log. Furthermore, the pavement repair log did not accurately address the field conditions as the roadway was in worse condition than anticipated during the design phase. These two issues caused an overrun in the original contract work items Pavt Repr, Reinf Conc, 10 inch and Pavt Repr, Rem. The contractor was directed to complete the additional concrete pavement repairs per the pavement repair log and the project specifications.

The work items Pavt Repr, Reinf Conc, 10 inch and Pavt Repr, Rem are original contract pay items. 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 25, 2006, meeting, and is now recommended for approval by the State Administrative Board on June 6, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48315, 48319.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director