

# APPROVED

February 17, 2009

Michigan State  
Administrative Board

Lansing, Michigan

February 3, 2009

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, February 3, 2009, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm,  
Chairperson  
Walt Herzig, Deputy Legal Counsel, representing John D. Cherry, Jr., Lt.  
Governor  
Brian DeBano, Director of Department Administration Services, representing  
Terri Lynn Land, Secretary of State  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox,  
Attorney General  
Mary G. MacDowell, Director, Financial Services Bureau, representing  
Robert J. Kleine, State Treasurer  
Carol Wolenberg, Deputy Superintendent for Administration, representing  
Michael P. Flanagan, Superintendent of Public Instruction  
Myron Frierson, Chief Administrative Officer, representing Kirk T. Steudle,  
Director, Department of Transportation  
Sherry Bond, Secretary

Others Present:

Michael Reilly, Department of Attorney General; Rhonda Oyer Zimmerman,  
Department of Environmental Quality; James Burris, Elise Lancaster, Janet Rouse,  
TeAnn Smith, Department of Management and Budget; Amy Meldrum, Department  
of Transportation; John Walter, Michigan Strategic Fund

1. CALL TO ORDER:

Mr. Liedel called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL  
THEREOF:

Mr. DeBano moved that the minutes of the regular meeting of January 20, 2009, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE  
BOARD:

NONE

4. COMMUNICATIONS:

- a. Correspondence from Jon M. Braeutigam, Department of Treasury, with the attached investment holding reports for the Veterans' Benefit Trust Fund for the quarter ending December 31, 2008 and a summary of investment transactions and detailed monthly transaction reports for the quarter ending December 31, 2008, in accordance with a resolution adopted by the State Administrative Board.
- b. Report of the Chief Compliance Officer of the Michigan Strategic Fund, John D. Walter, for the first quarter of fiscal year 2009.

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

**Retention and Disposal Schedules:**

CITY OF ROCHESTER HILLS, Clerk's Office, 2/3/2009

CIVIL SERVICE COMMISSION,  
Budget and Financial Services, 2/3/2009  
Compensation Program, 2/3/2009  
Hearings, Employee Relations, and Mediation, 2/3/2009  
Human Resource Training and Development, 2/3/2009  
MI HR Service Center, 2/3/2009  
Office of Classifications and Selections, 2/3/2009  
Office of Compliance, 2/3/2009  
Office of Human Resources, 2/3/2009  
Personal Services Review, 2/3/2009  
State Personnel Director, 2/3/2009

DEPARTMENT OF MANAGEMENT AND BUDGET, Mail and Delivery Services,  
2/3/2009

Ms. MacDowell moved that the retention and disposal schedules be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:  
(Please see the following pages)

# APPROVED

February 3, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**  
on **January 27, 2009**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved \_\_\_\_\_  
State Treasurer Kleine

Member: Corina Andorfer, representing Approved \_\_\_\_\_  
Governor Granholm

Member: Walt Herzig, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Others: Iris Lopez, Department of Attorney General; Carole Menovske,  
Department of Environmental Quality; Sergio Paneque, Department of  
Information Technology; David Arking, Sherry Bond, James Burris,  
Elise Lancaster, Craig Orr, Janet Rouse, TeAnn Smith, Department of  
Management and Budget; Kris Squibb, Department of Natural Resources

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The Building Committee regular agenda was presented.

Following discussion, Mr. Herzig moved that the regular agenda be  
recommended to the State Administrative Board for approval. Supported  
by Ms. Andorfer, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

January 27, 2009 / February 3, 2009  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

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

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF CORRECTIONS, KINGSLEY – Pugsley Correctional Facility  
– HVAC Replacement – Administration Building  
File No. 472/07053.CAK - Index No. 66210  
Low Responsive Bidder: Ballard's Plumbing & Heating, Petoskey; \$588,301.00

#### **Purpose/Business Case**

The purpose of this contract is to replace the existing HVAC system and remediate all moisture damage caused by the old system. The existing system has had excessive water condensation requiring continuous maintenance and causing mold and mildew.

#### **Benefit**

The State will benefit by replacing the existing system remediating the moisture damage.

#### **Funding Source**

100% Agency Funds

#### **Commitment**

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

#### **Risk Assessment**

Failure to approve this contract will result in higher maintenance costs to repair moisture damage and health hazards due to the development of mold on finish surfaces and in concealed wall cavities.

#### **Zip Code**

49649

### **MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS**

2. DEPARTMENT OF MANAGEMENT AND BUDGET, STATEWIDE – Various State-Owned Facilities – Energy Conservation Measures  
File No. 071/05299.EEW - Index No. 53182  
That the contract for professional design/construction consultant services (DCCS) with Granger Construction Company, Lansing, Michigan, be increased \$1,014,303.15 on an hourly/direct payroll basis times a multiplier of 2.7 plus

reimbursables, to provide the installation of utility meters in buildings at the Capitol and Secondary Complexes and the installation of Economizers at the Huron Valley Correctional Facility.

**Purpose/Business Case**

The purpose of this modification is to provide professional design/construction consultant services (DCCS) for the design and installation of Energy Conservation Measures in various buildings and facilities statewide.

**Benefit**

The State will benefit by reducing the usage and cost of energy in all DMB operated buildings and other State owned buildings throughout the State.

**Funding Source**

100% State Building Authority Funds

**Commitment**

The professional services contract modification will be paid on an hourly/direct payroll basis times a multiplier plus reimbursables. The amount of the contract is within the authorized budget.

**Risk Assessment**

Failure to approve this modification will result in the failure of the State to reduce its energy cost and usage at the DMB operated facilities located in Lansing and at DOC's Huron Valley Correctional Facility in Ypsilanti.

**Zip Code**

Various

3. DEPARTMENT OF ENVIRONMENTAL QUALITY, ALLEGAN AND KALAMAZOO COUNTIES - Allied Paper/Portage Creek/Kalamazoo River Superfund Site – Professional Services Support  
File No. 761/05010.SAR - Index No. 46623

That the contract for professional services with Camp Dresser and McKee, Lansing, Michigan, be increased \$936,100.00 on a billing rate basis plus reimbursables, to provide additional environmental engineering study/investigation/remediation services.

**Purpose/Business Case**

The purpose of this modification is to provide additional environmental services, including technical report review and development, data and document management, oversight of monitor well sampling, surface water sampling, construction oversight, and extend the contract for one additional year. This site is contaminated and consists of approximately 80 miles of the Kalamazoo River from Morrow Pond Dam near Galesburg through the cities of Kalamazoo, Otsego, Plainwell, Allegan, Douglas and Saugatuck to the mouth of the river at Lake Michigan, and approximately three miles of Portage Creek. The Department of Environmental Quality (DEQ) has entered into an Administrative Order of Consent (AOC) with the responsible parties (RPs) identified at the site to perform a remedial investigation/feasibility study for the site. DEQ is currently operating as the support agency for the United States Environmental Protection Agency (EPA) but continues to maintain lead agency status on several of the operable units at

the site. This contract modification will allow this firm to provide additional professional services to assist DEQ in implementing and monitoring the environmental cleanup activities at the site.

**Benefit**

The State will benefit by monitoring the investigation and cleanup activities at the site. The cleanup activities are necessary to protect the environment and comply with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980 at the site.

**Funding Source**

100% Clean Michigan Initiative (CMI)

**Commitment**

The professional services contract modification will be paid on a billing rate basis plus reimbursables. The amount of the contract is within the authorized budget.

**Risk Assessment**

Failure to approve this modification will result in the inability of DEQ to oversee the progress of the investigation activities and their ability to enforce and monitor the implementation of the cleanup activities. Additionally, this would jeopardize the cost recovery efforts.

**Zip Code**

Various

4. DEPARTMENT OF ENVIRONMENTAL QUALITY, MIDLAND, SAGINAW AND BAY COUNTIES - Tittabawassee River, Saginaw River and Saginaw Bay Site - Natural Resource Damage Assessment  
File No. 761/07019.SAR - Index No. 45865

That the contract for professional services with Stratus Consulting, Inc., Boulder, Colorado, be increased \$484,227.00 on a billing rate basis plus reimbursables, to provide professional expertise during planning of the focus group studies by a subconsultant.

**Purpose/Business Case**

The purpose of this modification is to provide professional architectural/engineering services for technical workgroups consisting of natural resource trustee representatives and potentially responsible party (PRP) representatives. Review and evaluate additional data and information to assist the state and federal trustees (Trustees) in natural resource damage assessment (NRDA) services at the site. The Trustees include the Michigan Department of Environmental Quality (DEQ), the Michigan Department of Natural Resources (DNR), the Michigan Department of Attorney General, United States Fish and Wildlife Service, the Bureau of Indian Affairs and the Saginaw-Chippewa Indian Tribe of Michigan. The contract modification will require the Contractor to perform additional cooperative assessment and independent assessment including studies and analyses of human services studies employing economic methods, ecological field and laboratory studies. Also, the contractor will provide additional investigation of restoration opportunities and quantifying injuries and damages for the Tittabawassee River System.

**Benefit**

The State will benefit by assisting the focus group achieve compliance with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980 at the Tittabawassee River, Saginaw River and Saginaw Bay site.

**Funding Source**

97.4% Dow Chemical Settlement; 2.6% Clean Michigan Initiative (CMI)

**Commitment**

The professional services contract modification will be paid on a billing rate basis plus reimbursables. The amount of the contract is within the authorized budget.

**Risk Assessment**

Failure to approve this modification may result in not obtaining the necessary technical expertise to evaluate data and information to assist the focus group with the natural resource damage assessment services at the site.

**Zip Code**

Various

**REVISIONS TO CONSTRUCTION CONTRACTS**

- 5. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – General Services Building – Renovation to the 1<sup>st</sup> and 2<sup>nd</sup> Floors  
File No. 071/05264.JRC – Index No. 53159  
Moore Trosper Construction Company, Holt; CCO No. 19, Incr. \$185,417.00

**Purpose/Business Case**

The purpose of this change order is to provide condensation pumps at the 1<sup>st</sup> and 2<sup>nd</sup> floors to remove steam condensate which, if not removed, creates a potential mold/mildew hazard.

**Benefit**

The State will benefit by reducing the potential of mold and mildew.

**Funding Source**

100% State Building Authority Funds

**Commitment**

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

**Risk Assessment**

Failure to complete this project will leave the steam condensation backing up creating potential employee health issues along with damaging to the building.

**Zip Code**

48918

## **GRANT OF EASEMENT**

6. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB), FOR THE DEPARTMENT OF STATE POLICE (DSP), TOWNSHIP OF ROSCOMMON, ROSCOMMON COUNTY, MI recommends that the State Administrative Board grant to Consumers Energy Company, whose address is One Energy Plaza, Jackson, MI 49201, a permanent non-exclusive easement for installing, maintaining and operating a buried electrical power distribution line, a transformer and related fixtures to serve the athletic fields, associated buildings and infrastructure on the grounds of the Houghton Lake Michigan State Police Post located at 9011 West Lake City Road, Roscommon, Michigan. Said easement is described as follows:

a twelve-foot wide strip of land located in the NE ¼ corner of Section 4, T22N R4W, Roscommon Township, County of Roscommon, Michigan, lying six feet either side of a centerline described as: Commencing at the Northeast corner of Section 4, T22N, R4W, thence S89°59'13" W along the Section and Town line 343.78 feet; thence S00°25'00" W 33.00 feet to the Southerly right-of-way line of Highway M-55 for the place of beginning; thence continuing S00°25'00" W348.91 feet; thence S12°50'09"E 175.19 feet to the point of ending. Subject to all existing easements, permits, licenses, leases and other rights.

The Attorney General's office has approved this easement agreement as to legal form.

### **Purpose/Business Case**

This easement will allow Consumers Energy to provide electricity to baseball fields and related structures located on that part of the Houghton Lake State Police Post grounds which DSP leases to the Houghton Lake Little League (HLLL).

### **Benefit**

Granting this easement will allow the State to better accommodate the needs of its Lessee, Houghton Lake Little League, which seeks to have lighting for night games and general purpose electric power to its leased premises, at no cost or inconvenience to the State.

### **Funding Source**

Grantee

### **Commitment**

This easement will be a permanent easement, subject to all existing easements, permits, licenses, leases and other rights. If the easement remains unused for a continuous period of one year, it will revert to the Grantor.

### **Risk Assessment**

Failure to grant this easement will preclude the State from accommodating a reasonable request for electrical service from its Lessee, Houghton Lake Little League (HLLL). The lease provides that HLLL as Lessee shall pay directly for all its own utility costs.

**Zip Code**

48629

**LEASE FOR PRIVATE PROPERTY**

7. DEPARTMENT OF CORRECTIONS, BENTON HARBOR - Renewal of Lease #7621 with Kalamazoo Enhancement Program, Inc., a Michigan Non-Profit Corporation, 519 South Park Street, Kalamazoo, Michigan 49007, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Corrections, as Lessee, for 5,000 square feet of office space located at 497 Waukonda Avenue, Benton Harbor, Michigan 49022. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning July 1, 2009, or upon substantial completion, is \$19.92 (\$8,300.00 per month). This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$20.92 (\$8,715.00 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

The space continues to meet the operational needs of the Department. The previous lease did not contain any renewal options.

**Benefit**

Renewal of this Lease allows the Department to remain at an established location and avoid relocation costs. The rental rate is within the current market rate.

**Funding Source**

100% General Fund

**Commitment Level**

Five years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could cause increased costs if they are required to relocate.

**Zip Code**

49022

8. DEPARTMENT OF HUMAN SERVICES, KALAMAZOO - Renewal of Lease #10174 with Continental Corporation of Michigan, Inc., a Michigan Corporation, 162 East Michigan Avenue, Kalamazoo, Michigan 49007, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 24,120 square feet of office space located at 151 South Rose Street, Kalamazoo, Michigan 49007. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning December 1, 2009, or upon substantial completion, is \$17.56 (\$35,295.60 per month). This rate does not include electricity and telephone

service. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$19.86 (\$39,918.60 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

The space continues to meet the operational needs of the Department. The previous lease did not contain any renewal options.

**Benefit**

Renewal of this Lease allows the Department to remain at an established location and avoid relocation costs. The rental rate is within the current market rate.

**Funding Source**

100% Restricted Funds

**Commitment Level**

Five years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could cause increased costs if they are required to relocate.

**Zip Code**

49007

9. DEPARTMENT OF TRANSPORTATION, CASS CITY - Renewal of Lease #10693 with ROKAT Developments, LLC, a Michigan Limited Liability Company, 7677 East Cass City Road, Cass City, Michigan 48726, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Transportation, as Lessee, for 5,000 square feet of office space located at 6867 East Cass City Road, Cass City, Michigan 48726. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning August 26, 2009, or upon substantial completion, is \$12.49 (\$5,204.17 per month). This rate does not include public utilities, janitorial services, trash removal, telecommunication systems or alarm system. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$12.49 (\$5,204.17 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

The space continues to meet the operational needs of the Department. The previous lease did not contain any renewal options.

**Benefit**

Renewal of this Lease allows the Department to remain at an established location and avoid relocation costs. The rental rate is within the current market rate.

**Funding Source**

100% Restricted Funds

**Commitment Level**

Five years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could cause increased costs if they are required to relocate.

**Zip Code**

48726

10. DEPARTMENT OF STATE, MASON - New Lease #11399 with Cedar View Professional Park LLC, a Limited Liability Company, 3384 James Phillips Drive, Okemos, Michigan 48864, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 3,220 square feet of office space located at Hogsback Road, Mason, Michigan 48854. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning May 1, 2009, or upon substantial completion, is \$0.00 (\$0.00 per month) for the first two months then it is \$17.00 (\$4,561.67 per month). Effective May 1, 2013 the annual per square foot rental rate for this space increases 9.2% to \$4,964.17 per month. This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$19.25 (\$5,165.42 per month). This Lease contains a Standard cancellation clause with 180-days notice. The Attorney General has approved this lease as to legal form conditioned upon the Lessor obtaining a warranty deed to the leased premises. The Lessor is purchasing the leased premises, and intends on closing on the property and executing the lease simultaneously.

**Purpose/Business Case**

To relocate into a new facility at a comparable market rate.

**Benefit**

The Lessor is giving the Department a \$3,000.00 moving allowance with any unused portion being applied to rent. This Lease includes all expenses thereby allowing for a cost savings when compared to the current location.

**Funding Source**

26% General Fund; 74% Restricted Funds

**Commitment Level**

Ten years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 180-days notice.

**Risk Assessment**

Non-approval of this Lease will hinder the Department from relocating to a larger more efficient space and thereby avoiding potential increased costs.

**Zip Code**

48854

## **CONTRACT CHANGE ORDER**

11. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #34 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget for the Michigan Department of Energy, Labor and Economic Growth. This CCO provides for installation of six electrical circuits needed to complete work stations and a printer station for DELEG's Unemployment Insurance Agency, Problem Resolution Office (UIA/PRO) located on the first floor of Cadillac Place Room L-500 as requested by the Department of Energy, Labor and Economic Growth at a cost not-to-exceed \$8,625.00. The space is located at 3044 West Grand Blvd., Detroit, MI.

### **Purpose/Business Case**

The purpose of this CCO is to install six electrical circuits needed to complete work stations and a printer station for DELEG's Unemployment Insurance Agency, Problem Resolution Office.

### **Benefit**

This CCO allows the Department of Energy, Labor and Economic Growth to activate workstations needed to accommodate staff deployed to the temporary UIA/PRO at Cadillac Place in response to increased local customer needs.

### **Source of Funds**

100% GF/GP bill back from authorized Department of Energy, Labor and Economic Growth General Funds.

### **Commitment Level**

Present through January 4, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

### **Risk Assessment**

Non-approval of this CCO will hinder the Department from responding effectively to increased UIA customer service needs in Detroit.

### **Zip Code**

48202

## **RESOLUTION TO THE STATE ADMINISTRATIVE BOARD**

12. Resolution of the State Administrative Board Approving Easement and the First Amendment to Completion Assurance Agreement and the Form of Lease for the Department of Management and Budget State Facility Preservation Projects Phases I and II Group E (Special Maintenance Projects)

### ***Legislative Background***

The Department of Management and Budget State Facility Preservation Projects Phases I and II Group E Special Maintenance Projects was appropriated in PA 10 of

2005 and PA 297 of 2005. The lease for the project was approved by the Legislature in HCR 35 of 2007. In HCR 90 of 2008, the Legislature approved an amended project cost.

**Purpose/Business Case**

The purpose of this resolution is to amend the existing lease. One of the special maintenance projects included in this project grouping was removed, therefore reducing the total project cost.

**Benefit**

Reducing the total cost of this project will allow the excess funds to be used for future special maintenance projects.

**Funding Source/Commitment Level**

N/A

**Risk Assessment**

Failure to approve this lease amendment will prohibit excess funds from being used for future special maintenance projects.

**Zip Code**

48933

- 13. Resolution of the State Administrative Board Approving a Construction and Completion Assurance Agreement, a Conveyance of Property and a Lease for the University of Michigan-Flint French Hall Renovations

***Legislative Background***

Project	Public Act	Total Cost	SBA Share	College / University Share	GF/GP Share	Concurrent Resolution	Date Approved
U of M-Flint French Hall	PA10 of 2005 PA345 2006	\$9,350,000	\$6,999,800	\$2,350,000	\$200	HCR 101 of 2008	12/18/08

**Purpose/Business Case**

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreement between the State Building Authority, State of Michigan, and the University of Michigan, the conveyance of the facility to the Authority, and the form of the lease.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

**Benefit**

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the project with short-term commercial paper notes.

**Funding Source/ Commitment Level & Zip Code**

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition/construction/renovation phase of the project. At

completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

**University of Michigan-Flint French Hall**

\$480,000 - \$628,000

Zip Code: 48502

**Risk Assessment**

Without approval of this resolution, the project cannot be bonded and cannot be conveyed to the SBA.

- 14. Resolution of the State Administrative Board Approving a Construction and Completion Assurance Agreement, a Conveyance of Property and a Lease for the University of Michigan-Ann Arbor Phoenix Laboratory

***Legislative Background***

<b>Project</b>	<b>Public Act</b>	<b>Total Cost</b>	<b>SBA Share</b>	<b>College / University Share</b>	<b>GF/GP Share</b>	<b>Concurrent Resolution</b>	<b>Date Approved</b>
U of M-Ann Arbor Phoenix Laboratory	PA10 of 2005 PA345 2006	\$9,500,000	\$6,428,200	\$3,071,700	\$100	HCR 103 of 2008	12/18/08

**Purpose/Business Case**

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreement between the State Building Authority, State of Michigan, and the University of Michigan, the conveyance of the facility to the Authority, and the form of the lease.

The State Building Authority is the State’s primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

**Benefit**

The approval of this resolution will allow the State Building Authority to finance the Authority’s share of the project with short-term commercial paper notes.

**Funding Source/ Commitment Level & Zip Code**

Short-term commercial paper notes will initially finance the Authority’s share of the project through the acquisition/construction/renovation phase of the project. At completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

**University of Michigan-Ann Arbor Phoenix Laboratory**

\$441,000- \$576,000

Zip Code: 48109

1-26-09 2:30 Final

**Risk Assessment**

Without approval of this resolution, the project cannot be bonded and cannot be conveyed to the SBA.

# APPROVED

February 3, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A special meeting of the **Building** Committee was held at **11:00 a.m.**  
on **February 3, 2009**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved \_\_\_\_\_  
State Treasurer Kleine

Member: Steve Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

Member: Walt Herzig, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Others: Patrick Isom, Michael Reilly, Department of Attorney General; Carol Wolenberg, Department of Education; Rhonda Oyer Zimmerman, Department of Environmental Quality; Sherry Bond, James Burris, Elise Lancaster, Janet Rouse, TeAnn Smith, Department of Management and Budget; Myron Frierson, Amy Meldrum, Department of Transportation; John Walter, Michigan Strategic Fund

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The Building Committee special agenda was presented.

Following discussion, Mr. Liedel moved that the special agenda be recommended to the State Administrative Board for approval. Supported by Mr. Herzig, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

# SPECIAL AGENDA

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

February 3, 2009 / February 3, 2009  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

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

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Women's Complex – Housing Units 1-5 Alterations  
File No. 472/09075.EEW - Index No. 53296  
Low Responsive Bidder: Finish Line Construction, Carleton; \$855,300.00

#### **Purpose/Business Case**

The purpose of this contract is to upgrade the showers in Housing Units 1-5, renovation of eight offices into cells and the modification of two exterior courtyards. This includes construction of privacy walls and dressing areas.

#### **Benefit**

The State will benefit by having the shower facilities meet the latest in American Correctional Association Standards for female prisoners. Also, renovation of the offices will provide an additional 16 beds.

#### **Funding Source**

100% State Building Authority Funds

#### **Commitment**

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

#### **Risk Assessment**

Failure to approve this contract will result in the Department of Corrections not being able to meet the scheduled closure of the R.C. Scott Women's Correctional Facility.

#### **Zip Code**

48197

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Ms. MacDowell presented the Building Committee Reports for the regular meeting of January 27, 2009, and the special meeting of February 3, 2009. After review of the foregoing Building Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting held January 27, 2009, and the special meeting of February 3, 2009, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

# APPROVED

February 3, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at **11:00 a.m.** on **January 27, 2009**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved \_\_\_\_\_  
State Treasurer Kleine

Member: Corina Andorfer, representing Approved \_\_\_\_\_  
Governor Granholm

Member: Iris Lopez, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Carole Menovske, Department of Environmental Quality; Sergio Paneque, Department of Information Technology; David Arking, Sherry Bond, James Burris, Elise Lancaster, Craig Orr, Janet Rouse, Department of Management and Budget; Kris Squibb, Department of Natural Resources

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The Finance and Claims Committee regular, supplemental, and second supplemental agendas were presented.

Following discussion, Ms. Lopez moved that the regular, supplemental, and second supplemental agendas be recommended to the State Administrative Board for approval with the following:

1. Items 7(2), 24(1), 29(1), and 31(1) of the regular agenda withdrawn;
2. Item 1s(15) of the supplemental agenda withdrawn; and
3. Item 1s(1) of the second supplemental agenda contingent upon the following:
  - a. DMB providing a bid tab with a recalculated NEW TOTAL AMOUNT, and
  - b. the NEW TOTAL on the agenda being corrected, if necessary, before the State Administrative Board meeting on February 3, 2009.

The motion was supported by Ms. Andorfer and unanimously adopted.

Ms. MacDowell adjourned the meeting.

**A G E N D A**

1/26/09 11:30 version

**FINANCE AND CLAIMS COMMITTEE**

January 27, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

February 3, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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**This agenda is for general informational purposes only.  
At its discretion the Finance and Claims Committee may revise  
this agenda and may take up other issues at the meeting.**

**SECTION I - AGENCY SUBMITTED - NEW CONTRACTS**

1. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- 1) Various \$ 255,000.00 Total  
Listing on file **FY09-11** 100% Restricted Funds  
Contractors will provide  
financial institution  
examination services

2. DEPARTMENT OF HISTORY, ARTS, AND LIBRARIES

- 1) Delta Design Ltd. NOT TO EXCEED  
Topeka, KS \$ 83,104.00 Total  
**FY09** 100% Federal Funds  
Purchase and installation of an  
art storage system for the  
Michigan Historical Museum's  
art collection

3. DEPARTMENT OF HUMAN SERVICES

- 1) left blank intentionally
- 2) Onthank Counseling Services NOT TO EXCEED  
Traverse City, MI \$ 50,292.00 Total  
**FY09-11** 100% Federal  
Two-year, eight-month contract  
for Reintegration services for  
delinquent youth

3. DEPARTMENT OF HUMAN SERVICES continued

- 3) Alan E. Brown  
Portage, MI NOT TO EXCEED  
\$ 27,720.00 Total  
**FY09-11** 100% Federal  
Two-year, eight-month contract  
for a Strong Families/Safe  
Children Coordinator
- 4) Shiawassee Regional  
Education Service NOT TO EXCEED  
Owosso, MI \$ 87,900.00 Total  
**FY09-11** 100% Federal  
Two-year, eight-month contract  
for Parent Support/Education  
Services
- 5) Catholic Social Services NOT TO EXCEED  
Ann Arbor, MI \$ 66,000.00 Total  
**FY09-11** 100% Federal  
Two-year, eight-month contract  
for Adoption Support Services
- 6) Lutheran Child and Family NOT TO EXCEED  
Services \$ 135,343.00 Total  
Bay City, MI **FY09-10** 100% Federal  
One-year, eight-month contract  
for Teen Parent Services

4. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

- 1) Superior Enterprises, Inc. NOT TO EXCEED  
Marquette, MI \$ 264,576.00 Total  
**FY09** 34% General  
34% Restricted 32% Federal  
Three-year contract for  
Physical and Occupational  
Therapy Services at D. J.  
Jacobetti Home for Veterans  
long term care facility

5. DEPARTMENT OF NATURAL RESOURCES

- 1) Mississippi State University \$ 499,400.00 Total  
Mississippi State, MS **FY09-12** 100% Federal Funds  
Research contract to determine  
how to stop the decrease in  
the deer population

**SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES**

6. DEPARTMENT OF CORRECTIONS

- 1) Catholic Charities of \$ 86,500.00 Amendment  
West Michigan \$ 218,500.00 New Total  
Grand Rapids, MI **FY09** 100% General Fund  
Additional funds to provide sex  
offender counseling services  
for parolees and probationers
- 2) SHC Services dba Supplemental \$ 50,000.00 Amendment  
Health Care \$ 100,000.00 New Total  
Park City, UT **FY09** 100% General Fund  
Additional funds to provide  
nursing services to prisoners
- 3) Various Substance Abuse \$ 3,794,483.00 Amendment  
Treatment Providers \$ 67,076,674.00 New Total  
(Listing on file) **FY09** 100% General Fund  
Additional funds to provide  
substance abuse treatment to  
prisoners, parolees and  
probationers
- 4) West Michigan Therapy, Inc. \$ 30,000.00 Amendment  
Muskegon, MI \$ 510,000.00 New Total  
**FY09** 100% General Fund  
Additional funds to provide  
substance abuse treatment to  
prisoners, parolees and  
probationers

6. DEPARTMENT OF CORRECTIONS continued

5)	Livingston County	\$	82,919.00	Amendment
	Howell, MI	\$	188,264.00	New Total

**FY09** 100% GF/GP  
Local comprehensive corrections plans to reduce admissions to prison of non-violent offenders; improve utilization of jail and other community-based sanctions

7. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1)	Dykema-Gossett, PLLC	\$	76,500.00	Amendment
	Lansing, MI	\$	231,499.00	New Total

**FY09** 100% Restricted Funds  
This SAAG contract amendment increase is for additional funding for the legal services for the purpose of representing the Michigan Public Service Commission on the Court of Appeals dockets 259845, 261747, 264099, 264131, 264156, and 246191 and Michigan Supreme Court Nos. 134667, 134674, 134677, 134669, 134676, and 136431

2)	Karen Wildmo	\$	21,600.00	Amendment
	Flint, MI	\$	43,200.00	New Total

**FY09** 100% Restricted Funds  
Additional funding for a three-month extension of the contract to prevent a disruption in legally-mandated services for registering living care entities under the Living Care Disclosure Act, PA 440 of 1976

**Withdrawn**

8. DEPARTMENT OF HUMAN SERVICES

- 1) Bethany Christian Services \$ 153,975.50 Amendment  
Grand Rapids, MI \$ 631,675.10 New Total  
**FY09** 100% Federal Funds  
Additional funds to increase  
percentage of families in  
outreach intervention services
- 2) Good Will Farm Association \$ 25,000.00 Amendment  
Houghton, MI \$ 111,652.75 New Total  
**FY09** 100% Federal Funds  
Additional funds due to  
increase in clients served

SECTION III - AGENCY SUBMITTED - NEW GRANTS

9. DEPARTMENT OF AGRICULTURE

- 1) Michigan State University \$ 40,000.00 Total  
East Lansing, MI **FY09-10** 100% Federal Funds  
Funding to provide educational  
materials for the Emerald Ash  
Borer Program

10. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

- 1) Various Grantees - Statewide \$ 2,500,000.00 Total  
(Listing on file) **FY09-10** 100% General Funds  
Grantees will receive funding  
per Section 432(1)(a) of PA 251  
of 2008 to be used to provide  
adult basic education, remedial  
education or other training for  
in-State individuals not ready  
for post-secondary education,  
in order to prepare them for  
post-secondary training and new  
careers

10. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH continued

- |    |   |  |
|----|---|--|
| 2) | James Pinkerton for<br>Michigan Works! West<br>Central<br>Big Rapids, MI                            | \$ 200,000.00 Total<br><b>FY09</b> 100% Federal Funds<br>Grantee will receive funding to<br>provide retraining, job<br>placement, and other services<br>to dislocated workers affected<br>by plant closures/mass layoffs<br>in the area served by the<br>Grantee |
| 3) | Donald Disselkoen for<br>Ottawa County Michigan<br>Works! Community Action<br>Agency<br>Holland, MI | \$ 500,000.00 Total<br><b>FY09</b> 100% Federal Funds<br>Grantee will receive funding to<br>provide retraining, job<br>placement, and other services<br>to dislocated workers affected<br>by plant closures/mass layoffs<br>in the area served by the<br>Grantee |
| 4) | Larry C. Inman for Northwest<br>Michigan Council of<br>Governments<br>Traverse City, MI             | \$ 107,500.00 Total<br><b>FY09</b> 100% General Funds<br>Grantee will receive funding to<br>provide retraining, job<br>placement, and other services<br>to dislocated workers affected<br>by plant closures/mass layoffs<br>in the area served by the<br>Grantee |

10. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH continued

5) Various Hospital/Educational Institutions  
(Listing on file) \$ 4,545,600.00 Total  
**FY09-10** 100% General Funds  
To provide funding for the Michigan Nursing Corps Initiative to increase nursing faculty, accelerate preparation of Master's-educated nurses for classroom instruction, accelerate preparation of existing Master's students in Michigan Programs, assist displaced workers with appropriate degrees to become RN's, increase education partnership models and experiences for students or to develop web/technology-based statewide curriculum to educate/train BSN nurses

11. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) Kalamazoo Township  
Kalamazoo, MI \$ 300,000.00 Total  
**FY09-10** 100% Restricted  
Funds to extend community water supply into area of groundwater contamination

2) Various Grantees  
(Listing on file) \$ \$2,316,744.00 Total  
**FY09** 100% State Restricted  
Grants for scrap tire cleanup

12. DEPARTMENT OF NATURAL RESOURCES

1) Huron Pines Resource  
Conservation  
Grayling, MI \$ 92,522.00 Total  
**FY09** 100% State Restricted  
Funding for fisheries habitat improvement on Michigan's lakes and streams

12. DEPARTMENT OF NATURAL RESOURCES continued

2)	Munising Visitors' Bureau Munising, MI	\$ 175,000.00	Total <b>FY09</b> 100% State Restricted Funding to purchase snowmobile trail grooming equipment for the maintenance of State- designated trails
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SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

13. DEPARTMENT OF COMMUNITY HEALTH

1)	Sickle Cell Association of American, MI Chapter Detroit, MI	\$ 39,578.00 \$ 1,138,518.00	Amendment New Total <b>FY09</b> 100% State Restricted Additional funds for a one- year grant agreement to provide funding for the follow-up and counseling services for families of newborns with Sickle Cell Anemia and Sickle Cell Trait
2)	Michigan Protection and Advocacy Service Lansing, MI	\$ 30,000.00 \$ 807,400.00	Amendment New Total <b>FY09</b> 100% State GF Additional funds for a one- year grant agreement to provide funding for legal services to persons with developmental disabilities
3)	Detroit Urban League Detroit, MI	\$ 81,795.00 \$ 1,162,902.00	Amendment New Total <b>FY09</b> 100% Federal Additional funds for a one- year grant agreement to provide funding for the delivery of WIC services according to the USDA and the State of Michigan's regulations and policies

14. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

- 1) Statewide Workforce \$ 6,848,100.00 Amendment  
Development Boards \$103,070,690.00 New Total  
(Listing on file) **FY09** 100% General Funds  
Additional formula funding so  
Grantees can provide Department  
of Human Services, Family  
Independence Program  
participants, non-custodial  
parents, and non-cash  
recipients with more extensive  
services, education, training,  
and job search/job readiness  
assistance in the Jobs,  
Education and Training (JOBS)  
Program
- 2) Statewide Workforce \$ 1,333,725.00 Amendment  
Development Boards \$104,404,415.00 New Total  
(Listing on file) **FY09** 100% Federal Funds  
Grantees will receive  
additional formula allocated  
Temporary Assistance for Needy  
Families (TANF) funding as  
distribution of incentive  
payments to Jobs, Education and  
Training (JET) Program  
participants that meet federal  
work participation requirement  
for three consecutive months

15. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Coloma Charter Township \$ 140,000.00 Amendment  
Coloma, MI \$ 7,020,000.00 New Total  
**FY08-09** 100% Restricted  
Increased funds to complete  
water supply project in area of  
groundwater contamination



19. DEPARTMENT OF MANAGEMENT AND BUDGET

- |  |  |
|--|--|
| 1) DK Security Services<br>Kentwood, MI                              | \$ 3,196,978.00 (5 years)<br><b>FY09-14</b> 100% Various Funds<br>071I9200004 Unarmed Security<br>Guard Services-Statewide |
| Securitas Security Services<br>USA, Incorporated<br>Grand Rapids, MI | \$ 610,535.00 (5 years)<br><b>FY09-14</b> 100% Various Funds<br>071I9200004 Unarmed Security<br>Guard Services-Statewide   |

20. DEPARTMENT OF TRANSPORTATION

- |   |  |
|---|--|
| 1) International Road<br>Dynamics Corp.<br>Spring Grove, IL | \$ 200,400.00 (One-Time)<br><b>FY09</b> 100% Restricted Funds<br>071I9200054 Weigh-In Motion<br>Sensors for Traffic Counters |
|---|--|

**SECTION VI - DMB SUBMITTED - CONTRACT CHANGES**

21. DEPARTMENT OF CORRECTIONS

- |   |   |
|---|---|
| 1) Alcohol Monitoring Systems,<br>Inc.<br>Littleton, CO | \$ 700,000.00 Amendment<br>\$ 2,485,500.00 New Total<br><b>FY09</b> 100% General Funds<br>071B4200245 Additional funding<br>for Alcohol Monitoring<br>Equipment |
|---|---|

22. DEPARTMENT OF INFORMATION TECHNOLOGY

**Various RE:START Vendors**

**Amendment(s) to existing  
contract(s) for Short-term Staff  
Augmentation for Information  
Technology for various departments**

- |   |   |
|---|---|
| 1) Technical Software<br>(Syed Mahmood)<br>Farmington Hills, MI | \$ 8,800.00 Amendment<br>\$ 61,600.00 New Total<br><b>FY09</b> 100% Revolving Funds<br>071B8200096 Additional funding<br>for one Programmer Analyst to<br>assist the Department of<br>Information Technology,<br>Michigan Business Services<br>Improvement Initiative, with<br>Java Application Development |
|---|---|

22. DEPARTMENT OF INFORMATION TECHNOLOGY continued

2) TekSystems \$ 8,800.00 Amendment  
(Cheryl McDiarmind) \$ 61,600.00 New Total  
Grand Rapids, MI **FY09** 100% Revolving Funds  
071B8200096 Additional funding  
for one Programmer Analyst to  
assist the Department of  
Information Technology,  
Michigan Business Services  
Improvement Initiative, with  
Java Application Development

23. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) Metropolitan Uniform Company \$ 86,935.20 Amendment  
Detroit, MI \$ 1,488,322.70 New Total  
**FY09** 100% State Restricted  
071B6200245 Additional funding  
for Uniforms

24. DEPARTMENT OF NATURAL RESOURCES

1) Bio-Oregon \$ 951,400.00 Amendment  
Longview, WA \$ 2,137,416.00 New Total  
**FY09-10** 100% Restricted Funds  
071B7200332 Fish Food

25. DEPARTMENT OF STATE

1) Husky Envelope Products \$ 345,000.00 Amendment  
Walled Lake, MI \$ 1,930,859.72 New Total  
**FY09-10** 7.9% General Funds  
92.1 State Restricted  
071B3001316 Additional funding  
for Printing of Specialty  
Envelopes

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

**SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS**

26. DEPARTMENT OF COMMUNITY HEALTH

- 1) Michael Officer \$ 80.51

The claimant (09-SAB-002) requests \$80.51 reimbursement for his shoes damaged while under control of the Department. The Department recommends denial of this claim.

- 2) Michael Officer \$ 84.37

The claimant (09-SAB-003) requests \$84.37 reimbursement for his MP3 player missing and damaged while under control of the Department. The Department recommends denial of this claim.

27. DEPARTMENT OF CORRECTIONS

Civilian Claims

- 1) Andrea Hammond \$909.71

The claimant (09-SAB-004) requests \$909.71 reimbursement for damage to her vehicle when the parking lot where she works flooded due to a plugged drain. The Department recommends approval of this claim.

- 2) John Highfill \$153.90

The claimant (08-SAB-130) requests \$153.90 reimbursement for damage to his eyeglasses while breaking up a fight. The Department recommends approval of \$98.90 for this claim.

- 3) Rickie Steele \$254.76

The claimant (09-SAB-005) requests \$254.76 reimbursement for damage to his vehicle when a stone hit the fender while an inmate was mowing. The Department recommends denial of this claim.

27. DEPARTMENT OF CORRECTIONS continued

Inmate claims

- 4) Robert Achtabowski #471484 \$ 14.72

The claimant (08-SAB/DOC-110) requests \$14.72 reimbursement for his headphones damaged by staff. The Department recommends denial of this claim.

- 5) Anthony Anglin #325116 \$ 83.99

The claimant (08-SAB/DOC-020) requests \$83.99 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$67.19 for this claim.

- 6) Timothy Baldwin #535144 \$ 32.84

The claimant (08-SAB/DOC-104) requests \$32.84 reimbursement for food items destroyed by staff. The Department recommends denial of this claim.

- 7) Edward Baxter #295395 \$ 10.09

The claimant (07-SAB/DOC-443) requests \$10.09 reimbursement for his tape case lost while under control of the Department. The Department recommends approval of \$9.00 for this claim.

- 8) Tyrone Bell #240434 \$ 15.10

The claimant (08-SAB/DOC-300) requests \$15.10 reimbursement for his typing ribbon broken by staff. The Department recommends approval of \$13.48 for this claim.

- 9) Robert Benton #147284 Unspecified

The claimant (07-SAB/DOC-268) requests an unspecified amount of reimbursement for his receipts and pictures lost while under control of the Department. The Department recommends denial of this claim.

- 10) Carl Boone #203671 \$162.00

The claimant (08-SAB/DOC-169) requests \$162.00 reimbursement for his hobby craft items lost during transfer. The Department recommends denial of this claim.

27. DEPARTMENT OF CORRECTIONS continued

11) Tracy Boone #196069 \$ 50.13

The claimant (08-SAB/DOC-439) requests \$50.13 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

12) Brian Brooks #434714 \$ 52.85

The claimant (08-SAB/DOC-176) requests \$52.85 reimbursement for his store items stolen while under control of the Department. The Department recommends denial of this claim.

13) Frankie Browning #135125 \$ 99.80

The claimant (08-SAB/DOC-177) requests \$99.80 reimbursement for numerous items stolen while under control of the Department. The Department recommends denial of this claim.

14) Frederick Buford #179711 \$999.99

The claimant (08-SAB/DOC-261) requests \$999.99 reimbursement for his personal photographs lost by UPS. The Department recommends denial of this claim.

15) Samuel Cannon #208773 \$999.99

The claimant (07-SAB/DOC-441) requests \$999.99 reimbursement for legal materials lost during transfer. The Department recommends approval of \$731.40 for this claim.

16) Edward Carlton #113154 \$ 31.97

The claimant (08-SAB/DOC-382) requests \$31.97 reimbursement for his store order, postage, copy charges, and notary services. The Department recommends approval of \$26.90 for this claim.

17) Michael Carroll #149733 \$ 45.00

The claimant (08-SAB/DOC-354) requests \$45.00 reimbursement for his gloves, extension cords, and winter mittens destroyed by staff. The Department recommends denial of this claim.

27. DEPARTMENT OF CORRECTIONS continued

18) Sidney Chandler #165278 \$999.99

The claimant (08-SAB/DOC-249) requests \$999.99 reimbursement for funds inappropriately garnished from his account for child support. The Department recommends denial of this claim.

19) Sidney Chandler #165278 \$999.99

The claimant (08-SAB/DOC-236) requests \$999.99 reimbursement for his eyeglass case, calculator, jeans, shoes, TV, padlock, and beard trimmers destroyed by staff. The Department recommends denial of this claim.

20) Sidney Chandler #165278 \$999.99

The claimant (08-SAB/DOC-234) requests \$999.99 reimbursement for his UCC documents seized by staff. The Department recommends denial of this claim.

21) Sidney Chandler #165278 \$999.99

The claimant (08-SAB/DOC-260) requests \$999.99 reimbursement for his documents seized as contraband. The Department recommends denial of this claim.

22) Sidney Chandler #165278 \$999.99

The claimant (08-SAB/DOC-337) requests \$999.99 reimbursement for several UCC documents seized during a shake down. The Department recommends denial of this claim.

23) Anthony Chapman #371757 \$ 71.98

The claimant (08-SAB/DOC-221) requests \$71.98 reimbursement for his shoes, tape player, and headphones lost during transfer. The Department recommends approval of \$65.98 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

24) Larry Cheatham #172289 \$300.00-500.00

The claimant (07-SAB/DOC-408) requests \$300-\$500.00 reimbursement for his photographs, legal papers, ordinations, and Doctor of Divinity certificate lost while under control of the Department. The Department recommends denial of this claim.

25) Joseph Colton #290002 \$ 48.94

The claimant (08-SAB/DOC-324) requests \$48.94 reimbursement for his headphones, radio, and batteries lost while under control of the Department. The Department recommends approval of \$23.59 for this claim.

26) Timothy Cook #623607 \$ 31.72

The claimant (08-SAB/DOC-266) requests \$31.72 reimbursement for his store order stolen while under control of the Department. The Department recommends denial of this claim.

27) Robert Cousins #264280 \$999.99

The claimant (08-SAB/DOC-449) requests \$999.99 reimbursement for his injuries and mental stress received during 2006-2008. The Department recommends denial of this claim.

28) Robert Cousins #264280 \$999.99

The claimant (08-SAB/DOC-202) requests \$999.99 reimbursement for un-legible items. The Department recommends denial of this claim.

29) Robert Cousins #264280 \$999.99

The claimant (08-SAB/DOC-413) requests \$999.99 reimbursement for possible injury by staff. The Department recommends denial of this claim.

30) Marcell Craig #276212 \$ 23.75

The claimant (08-SAB/DOC-254) requests \$23.75 reimbursement for his watch broken by staff. The Department recommends approval of \$21.35 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

31) Stanley Daniels #169695 \$203.00

The claimant (08-SAB/DOC-428) requests \$203.00 reimbursement for his legal footlocker and legal papers stolen while under control of the Department.. The Department recommends denial of this claim.

32) James Davis #155044 \$152.00

The claimant (08-SAB/DOC-373) requests \$152.00 reimbursement for his TV damaged while under control of the Department. The Department recommends denial of this claim.

33) Dion Dawson #317608 \$369.48

The claimant (08-SAB/DOC-196) requests \$369.48 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

34) Chi-Kinn Dillard #323559 \$ 74.00

The claimant (07-SAB/DOC-419) requests \$74.00 reimbursement for his magazines, toothpastes and creams lost by staff. The Department recommends approval of \$65.56 this claim.

35) Marcael Dixon #210062 \$470.59

The claimant (08-SAB/DOC-064) requests \$470.59 reimbursement for his earphone jack, earphone extension, ear bus, tape player, 24 tapes, case, and book lost while under control of the Department. The Department recommends denial of this claim.

36) Tiante Douglas #358569 \$ 43.00

The claimant (08-SAB/DOC-072) requests \$43.00 reimbursement for his watch lost while under control of the Department. The Department recommends approval of \$34.52 this claim.

27. DEPARTMENT OF CORRECTIONS continued

37) Anthony Doyle #396205 \$ 13.75

The claimant (07-SAB/DOC-424) requests \$13.75 reimbursement for his headphones lost while under control of the Department. The Department recommends approval of \$11.00 for this claim.

38) Danny Dunlap #195979 \$105.96

The claimant (08-SAB/DOC-268) requests \$105.96 reimbursement for 10 fabric ribbons, and a printwheel ordered and not received. The Department recommends approval of \$102.60 for this claim.

39) Jose Duran #262363 \$600.00

The claimant (08-SAB/DOC-277) requests \$600.00 reimbursement for being removed from his job causing lost wages. The Department recommends denial of this claim.

40) Richard Dyer #186882 \$ 63.46

The claimant (07-SAB/DOC-372) requests \$63.46 reimbursement for his typewriter ribbons, cards, dominoes, and refried beans damaged while under control of the Department. The Department recommends approval of \$50.07 for this claim.

41) Jernado Edwards #215456 \$167.83

The claimant (08-SAB/DOC-052) requests \$167.83 reimbursement for religious materials lost while under control of the Department. The Department recommends approval of \$2.00 for this claim.

42) Shawn Ellesin #215190 \$159.95

The claimant (07-SAB/DOC-349) requests \$159.95 reimbursement for is amplifier lost while under control of the Department. The Department recommends approval of \$129.95 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

43) Timothy Feist #486656 \$150.00

The claimant (07-SAB/DOC-218) requests \$150.00 reimbursement for his guitar that was damaged while under control of the Department. The Department recommends approval of \$138.48 for this claim.

44) Versile Flansburg #242967 \$210.30

The claimant (07-SAB/DOC-440) requests \$210.30 reimbursement for his store items lost during an emergency count, pain and suffering, plus interest. The Department recommends denial of this claim.

45) Michael Ford #237241 \$ 85.00

The claimant (08-SAB/DOC-193) requests \$85.00 reimbursement for his footlocker damaged during transfer. The Department recommends denial of this claim.

46) Michael Ford #237241 \$150.00

The claimant (08-SAB/DOC-361) requests \$150.00 reimbursement for his typewriter lost while under control of the Department. The Department recommends denial of this claim.

47) Josh Freeman #590818 \$104.87

The claimant (08-SAB/DOC-118) requests \$104.87 reimbursement for his tape player, razor, and a pair of shoes stolen while under control of the Department. The Department recommends denial of this claim.

48) Timothy Gardner #232329 \$ 63.00

The claimant (07-SAB/DOC-338) requests \$63.00 reimbursement for his store goods lost while under control of the Department and his TV and footlocker destroyed by staff. The Department recommends approval of \$62.45 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

49) Bruce Heibling #454057 \$ 25.00

The claimant (07-SAB/DOC-354) requests \$25.00 reimbursement for his mini lite and bulb broken by staff. The Department recommends approval of \$20.40 for this claim.

50) George Heroy #268580 \$ 21.17

The claimant (07-SAB/DOC-425) requests \$21.17 reimbursement for his watch lost while under control of the Department. The Department recommends approval of \$18.19 for this claim.

51) Gregory Holder #276203 \$143.00

The claimant (08-SAB/DOC-089) requests \$143.00 reimbursement for his boxers, socks, and undershirts lost while under control of the Department. The Department recommends approval of \$122.69 for this claim.

52) William Hughes #218685 \$700.00

The claimant (08-SAB/DOC-397) requests \$700.00 reimbursement for numerous items of personal property either lost or damaged while under control of the Department. The Department recommends denial of this claim.

53) Malik Imamu #297189 \$ 16.75

The claimant (08-SAB/DOC-295) requests \$16.75 reimbursement for his walkman damaged while under control of the Department. The Department recommends approval of \$13.60 for this claim.

54) Chester Jackson #534056 \$ 98.16

The claimant (08-SAB/DOC-038) requests \$98.16 reimbursement for his TV, headphones extension cord, and ear buds lost while under control of the Department. The Department recommends approval of \$79.16 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

55) Robert Lee #272010 \$101.53

The claimant (07-SAB/DOC-224) requests \$101.53 reimbursement for numerous items of personal property lost while under control of the Department. The Department recommends approval of \$82.60 for this claim.

56) Edward Lint #366111 \$126.13

The claimant (08-SAB/DOC-008) requests \$126.13 reimbursement for his sweat pants, sweat shirts, and a towel damaged in the laundry. The Department recommends approval of \$108.00 for this claim.

57) Antione Lockhart #245234 \$ 60.45

The claimant (08-SAB/DOC-182) requests \$60.45 reimbursement for 5 books ordered and not received. The Department recommends approval of \$56.94 for this claim.

58) Maurice Lucas #285565 \$ 37.00

The claimant (07-SAB/DOC-429) requests \$37.00 reimbursement for is walkman lost while under control of the Department. The Department recommends approval of \$29.60 for this claim.

59) Shawn Lundy #305478 \$226.37

The claimant (08-SAB/DOC-171) requests \$226.37 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

60) John McGee #121878 \$ 57.45

The claimant (08-SAB/DOC-299) requests \$57.45 reimbursement for his boxers and t-shirts lost while under control of the Department. The Department recommends approval of \$51.90 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

61) Michael Malott #467434 \$ 54.95

The claimant (08-SAB/DOC-283) requests \$54.95 reimbursement for his Nike shoes lost while under control of the Department. The Department recommends approval of \$51.75 for this claim.

62) Deandre Monroe #484533 \$ 81.90

The claimant (07-SAB/DOC-156) requests \$81.90 reimbursement for his TV lost while under control of the Department. The Department recommends approval of \$65.52 for this claim.

63) Roland Moore #267953 \$ 87.90

The claimant (08-SAB/DOC-106) requests \$87.90 reimbursement for his TV damaged during transfer. The Department recommends approval of \$70.32 for this claim.

64) Ellis Neely #206021 \$ 86.08

The claimant (08-SAB/DOC-139) requests \$86.08 reimbursement for numerous items of personal property lost while under control of the Department. The Department recommends approval of \$84.13 for this claim.

65) Arnold Parker #297567 \$ 22.23

The claimant (07-SAB/DOC-115) requests \$22.23 reimbursement for his headphones, beard trimmer, and other items lost during transfer from one facility to another. The Department recommends approval of \$17.78 for this claim.

66) Hollis Parks #229863 \$ 19.85

The claimant (07-SAB/DOC-442) requests \$19.85 reimbursement for his books lost while under control of the Department. The Department recommends approval of \$18.66 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

67) Ryan Ready #501022 \$ 86.82

The claimant (08-SAB/DOC-220) requests \$86.82 reimbursement for his TV damaged during transfer from one facility to another. The Department recommends approval of \$69.45 for this claim.

68) Frederick Robinson #441602 \$ 34.98

The claimant (08-SAB/DOC-358) requests \$34.98 reimbursement for his headphones lost while under control of the Department. The Department recommends approval of \$28.78 for this claim.

69) Darren Taylor #169424 \$192.70

The claimant (08-SAB/DOC-230) requests \$192.70 reimbursement for 18 tapes, headphones, calculator, and religious medallion lost while under control of the Department. The Department recommends approval of \$179.73 for this claim.

70) Keshawn Thompson #413926 \$ 93.25

The claimant (07-SAB/DOC-456) requests \$93.25 reimbursement for his TV damaged during transfer from one facility to another. The Department recommends approval of \$74.60 for this claim.

71) Luther Wade #296640 \$ 82.99

The claimant (07-SAB/DOC-235) requests \$82.99 reimbursement for his TV lost while under control of the Department. The Department recommends approval of \$66.39 for this claim.

72) Willie Crenshaw #371812 \$ 90.00

The claimant (07-SAB/DOC-243) requests \$90.00 reimbursement for his TV damaged during transfer from one facility to another. The Department recommends approval of \$72.00 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

73) Perry Ward #307465 \$ 81.90

The claimant (08-SAB/DOC-142) requests \$81.90 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$72.43 for this claim.

74) Brad Warner #223445 \$ 48.50

The claimant (08-SAB/DOC-079) requests \$48.50 reimbursement for his religious necklace lost while under control of the Department. The Department recommends approval of \$47.91 for this claim.

75) Anderson Williams #325466 \$ 18.19

The claimant (08-SAB/DOC-192) requests \$18.19 reimbursement for his watch lost while under control of the Department . The Department recommends approval of \$17.81 for this claim.

28. DEPARTMENT OF NATURAL RESOURCES

1) George Sisk \$995.00

The claimant (08-SAB-146) requests \$995.00 reimbursement for his 3 pigs shot by a DNR officer. The Department recommends denial of this claim.

**SECTION X - CLAIMS - PERSONAL INJURY LOSS**

29. DEPARTMENT OF NATURAL RESOURCES

1) Karen Amachree \$999.99

The claimant (08-SAB-169) requests \$999.99 reimbursement for injury he received stepping into a hole at Waterloo Recreation area. The Department recommends approval of \$526.99 for t

**Withdrawn**

**SECTION XI - APPROVAL OF SPECIAL ITEMS**

30. DEPARTMENT OF COMMUNITY HEALTH

- 1) The Department reports during the month of December 2008, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

Sam Kwei	Denied
Kathryn Middaugh	Approved
Craig McCaul	Approved

31. DEPARTMENT OF CORRECTIONS

- 1) The Department reports during the month of August 2008, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

Vicky Freund	Denied
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- 2) Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Marquette Correctional Facility-2/3/2009  
Saginaw Correctional Facility-2/3/2009

32. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Report of three emergency purchase orders in accordance with Administrative Guide Procedure 0620.02, as follows:
- a) \$83,682.37 with Young's Environmental Cleanup, Inc. for investigation support, specialized container sampling, and stabilization of risks,
  - b) \$107,816.99 with Weston Solutions of Michigan, Inc. for air surveillance monitoring, imminent and substantial risk assessment, stabilization of risks, specialized container sampling, and investigation support,

32. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

- c) \$50,690.00 with Young's Environmental Cleanup, Inc. to secure, sample, transport, and dispose of the drums, remove contaminated soil, and backfill.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.



1s. DEPARTMENT OF CORRECTIONS continued

- 3) Harvey Green #211135 \$294.21

The claimant (08-SAB/DOC-333) requests \$294.21 reimbursement for his headphones, beard trimmers, 24 tapes, and a tape case lost while under control of the Department. The Department recommends denial of this claim.

- 4) Nathan Hanna #293809 \$ 90.00

The claimant (08-SAB/DOC-218) requests \$90.00 reimbursement for his store goods and beard trimmers stolen while under control of the Department. The Department recommends denial of this claim.

- 5) Damon Henderson #231499 \$ 1.48

The claimant (07-SAB/DOC-394) requests \$1.48 reimbursement for postage he claims was lost while under control of the Department. The Department recommends denial of this claim.

- 6) William Hetherington #186155 \$999.00

The claimant (08-SAB/DOC-357) requests \$999.00 reimbursement for telephone overcharges. The Department recommends denial of this claim.

- 7) Bryan Hill #686733 \$ 43.45

The claimant (08-SAB/DOC-456) requests \$43.45 reimbursement for his store bag stolen while under control of the Department. The Department recommends denial of this claim.

- 8) Robert Hinds #410196 \$ 7.25

The claimant (07-SAB/DOC-406) requests \$7.25 reimbursement for 4 bags of tobacco taken by staff. The Department recommends denial of this claim.

- 9) Shawn Hoffman #616979 \$ 8.20

The claimant (08-SAB/DOC-180) requests \$8.20 reimbursement for 20 envelopes damaged by staff. The Department recommends denial of this claim.

1s. DEPARTMENT OF CORRECTIONS continued

10) Kenneth Hollis #153797 Unspecified

The claimant (07-SAB/DOC-413) requests an unspecified amount of reimbursement for his tape player, radio, headphones, beard trimmers and jacket lost while under control of the Department. The Department recommends denial of this claim.

11) Charles Holloway #500015 \$ 41.65

The claimant (08-SAB/DOC-163) requests \$41.65 reimbursement for his walkman and AC adaptor lost while under control of the Department. The Department recommends denial of this claim.

12) Paul Hopson #183098 \$ 28.00

The claimant (08-SAB/DOC-372) requests \$28.00 reimbursement for numerous items lost during transfer. The Department recommends denial of this claim.

13) William Hughes #218685 \$200.00

The claimant (07-SAB/DOC-445) requests \$200.00 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

14) Wayne Jack #136093 \$ 92.00

The claimant (08-SAB/DOC-225) requests \$92.00 reimbursement for his TV damaged by staff. The Department recommends denial of this claim.

15) Wayne Jack #136093 \$ 20.85

The claimant (08-SAB/DOC-410) requests \$20.85 reimbursement for three magazines seized as contraband and subsequently destroyed. The Department recommends approval of \$2.09.

16) Jerry Johnson #286979 \$ 38.00

The claimant (08-SAB/DOC-431) requests \$38.00 reimbursement for his radio/tape player lost while under control of the Department. The Department recommends denial of this claim.

1s. DEPARTMENT OF CORRECTIONS continued

17) Richard Johnson #098105 \$ 35.70

The claimant (08-SAB/DOC-105) requests \$35.70 reimbursement for his MI Bar Journal, silk underwear, and legal photocopies lost while under control of the Department. The Department recommends denial of this claim.

18) James Johnston #142528 \$ 60.00

The claimant (08-SAB/DOC-137) requests \$60.00 reimbursement for his headphones and radio/tape player lost while under control of the Department. The Department recommends denial of this claim.

19) Joshua Jones #443696 \$134.19

The claimant (08-SAB/DOC-417) requests \$134.19 reimbursement for his TV lost while under control of the Department. The Department recommends denial of this claim.

20) Phillip Kirkwood #251898 \$ 89.90

The claimant (08-SAB/DOC-350) requests \$89.90 reimbursement for unspecified items missing while under control of the Department. The Department recommends denial of this claim.

21) Michael Kurtz #300657 \$ 86.75

The claimant (08-SAB/DOC-238) requests \$86.75 reimbursement for his TV lost while under control of the Department. The Department recommends denial of this claim.

22) Mark Lazzari #310927 \$ 60.00

The claimant (08-SAB/DOC-128) requests \$60.00 reimbursement for his legal paperwork lost while under control of the Department. The Department recommends denial of this claim.

23) Albert Lee #160282 \$273.63

The claimant (08-SAB/DOC-367) requests \$273.63 reimbursement for numerous items damaged while under control of the Department. The Department recommends denial of this claim.

1s. DEPARTMENT OF CORRECTIONS continued

24) Carlos Love #227001 \$ 40.00

The claimant (08-SAB/DOC-438) requests \$40.00 reimbursement for his TV damaged while under control of the Department. The Department recommends denial of this claim.

25) Robert McCoy #501790 \$ 25.00

The claimant (07-SAB/DOC-451) requests \$25.00 reimbursement for his store order stolen while under control of the Department. The Department recommends denial of this claim.

26) John McGhan #282164 \$ 52.84

The claimant (07-SAB/DOC-446) requests \$52.84 reimbursement for his radio/tape player lost while under control of the Department. The Department recommends denial of this claim.

27) Casper Maniaci #378646 \$807.45

The claimant (08-SAB/DOC-391) requests \$807.45 reimbursement for numerous items stolen by his bunkie. The Department recommends denial of this claim.

28) Dean Manos #379522 \$ 66.36

The claimant (08-SAB/DOC-255) requests \$66.36 reimbursement for numerous store items stolen from his locker while at dinner. The Department recommends denial of this claim.

29) Antonio Marshall #241777 \$110.11

The claimant (08-SAB/DOC-243) requests \$110.11 reimbursement for 42 envelopes, food items, 3 chess boards stolen while he was at chow. The Department recommends denial of this claim.

30) Robert Martin #270496 \$ 39.50

The claimant (08-SAB/DOC-365) requests \$39.50 reimbursement for his headphones and beard trimmer blades lost while under control of the Department. The Department recommends denial of this claim.

1s. DEPARTMENT OF CORRECTIONS continued

31) Rico Menefee #187022 \$520.00

The claimant (08-SAB/DOC-165) requests \$520.00 reimbursement for his TV, typewriter, beard trimmers, radio/tape player, and headphones taken by staff as contraband and destroyed. The Department recommends denial of this claim.

32) David Miller #528236 \$125.00

The claimant (08-SAB/DOC-120) requests \$125.00 reimbursement for his TV and walkman stolen while under control of the Department. The Department recommends denial of this claim.

33) James Miller #168439 \$800.00

The claimant (07-SAB/DOC-401) requests \$800.00 reimbursement for his legal materials destroyed by staff. The Department recommends denial of this claim.

34) Paul Miller #153786 \$500.00

The claimant (08-SAB/DOC-250) requests \$500.00 reimbursement for artwork damaged by staff. The Department recommends denial of this claim.

35) Darnell Missouri #389199 \$ 10.40

The claimant (08-SAB/DOC-167) requests \$10.40 reimbursement for poor copies he was charged for. The Department recommends denial of this claim.

36) Dushan Moore #270567 \$ 45.00

The claimant (08-SAB/DOC-315) requests \$45.00 reimbursement for his headphones and belt lost while under control of the Department. The Department recommends denial of this claim.

37) Willie Moore #238476 \$ 29.75

The claimant (08-SAB/DOC-335) requests \$29.75 reimbursement for his boots lost while under control of the Department. The Department recommends denial of this claim.

1s. DEPARTMENT OF CORRECTIONS continued

38) Jon Allen Morris #171207 \$ 25.05

The claimant (08-SAB/DOC-346) requests \$25.05 reimbursement for his watch, radio/tape player, soap, and batteries lost while under control of the Department. The Department recommends denial of this claim.

39) Ellis Neely #206021 \$ 50.09

The claimant (08-SAB/DOC-434) requests \$50.09 reimbursement for his tape player, headphones, tape box, and 8 tapes stolen while under control of the Department. The Department recommends denial of this claim.

40) Donald Oliver #361792 \$216.37

The claimant (08-SAB/DOC-025) requests \$216.37 reimbursement for his footlocker, adaptor, belt, Reebok sandals, boots, headphones, 2 tapes, and a walkman stolen by another prisoner while under control of the Department. The Department recommends denial of this claim.

41) Sindora Parker #259182 \$250.00

The claimant (08-SAB/DOC-406) requests \$250.00 reimbursement for his TV and malicious acts by staff. The Department recommends denial of this claim.

42) Shayarto Perkins #184125 \$ 77.87

The claimant (08-SAB/DOC-424) requests \$77.87 reimbursement for 2 books and 2 magazines damaged by staff. The Department recommends denial of this claim.

43) Arthur Perry #121507 Unspecified

The claimant (08-SAB/DOC-466) requests an unspecified amount of reimbursement for his typewriter lost while under control of the Department. The Department recommends denial of this claim.

1s. DEPARTMENT OF CORRECTIONS continued

44) Thaddeus Pouncey #232859 \$ 21.01

The claimant (08-SAB/DOC-063) requests \$21.01 reimbursement for 5 undershirts and 4 t-shirts lost during transfer. The Department recommends denial of this claim.

45) Robert Reeves #222810 \$ 43.50

The claimant (08-SAB/DOC-012) requests \$43.50 reimbursement for 2 pairs of weight pit gloves lost while under control of the Department. The Department recommends denial of this claim.

46) Johnathan Rickert #270839 \$ 3.70

The claimant (08-SAB/DOC-396) requests \$3.70 reimbursement for his colored pencils ordered that were generic and didn't work correctly. The Department recommends denial of this claim.

47) Michael Robbins #340564 \$ 19.02

The claimant (08-SAB/DOC-376) requests \$19.02 reimbursement for his headphones, extension cord, mirror, adapter, and container of roast beef lost while under control of the Department. The Department recommends denial of this claim.

48) Emmanuel Rodriguez #460196 \$107.98

The claimant (07-SAB/DOC-455) requests \$107.98 reimbursement for his TV, adaptor, and tape player lost while under control of the Department. The Department recommends approval of \$65.52 for this claim.

49) Johnathan Santure #633115 \$ 53.39

The claimant (07-SAB/DOC-411) requests \$53.39 reimbursement for his radio/tape player, tobacco, food, and cosmetic items lost while under control of the Department. The Department recommends denial of this claim.

1s. DEPARTMENT OF CORRECTIONS continued

50) Mark Schneider #230510 \$253.81

The claimant (08-SAB/DOC-023) requests \$253.81 reimbursement for 3 hobby craft items ordered and never received. The Department recommends denial of this claim.

51) Onqua Shabazz #152010 \$ 85.00

The claimant (08-SAB/DOC-179) requests \$85.00 reimbursement for his TV damaged during shipment home because it was not insured. The Department recommends denial of this claim.

52) Cleven Smash #370454 \$ 78.00

The claimant (08-SAB/DOC-028) requests \$78.00 reimbursement for his TV damaged by staff. The Department recommends denial of this claim.

53) JL Summers #202645 \$400.51

The claimant (07-SAB/DOC-400) requests \$400.51 reimbursement for his unspecified property allegedly lost while under control of the Department. The Department recommends denial of this claim.

54) JL Summers #202645 \$990.00

The claimant (07-SAB/DOC-397) requests \$990.00 reimbursement for back pain he suffered from a fall. The Department recommends denial of this claim.

**SECTION X - CLAIMS - PERSONAL INJURY LOSS**

**SECTION XI - APPROVAL OF SPECIAL ITEMS**

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

**S E C O N D  
S U P P L E M E N T A L  
A G E N D A**

1/27/09 8:50 version

**FINANCE AND CLAIMS COMMITTEE**

January 27, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

February 3, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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

**SECTION I - AGENCY SUBMITTED - NEW CONTRACTS**

**SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES**

**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

**SECTION IV - AGENCY SUBMITTED - GRANT CHANGES**

**SECTION V - DMB SUBMITTED - NEW CONTRACTS**

**SECTION VI - DMB SUBMITTED - CONTRACT CHANGES**

1s. **DEPARTMENT OF INFORMATION TECHNOLOGY**

- |    |  |  |
|----|--|--|
| 1) | Electronic Data Systems<br>Lansing, MI | \$ 0.00 Amendment<br>\$271,531,396.24 New Total<br>100% General Funds<br>Two-month extension of the<br>Michigan Master Computing<br>Contract                               |
| 2) | Ikon Office Solutions<br>Novi, MI      | \$ 0.00 Amendment<br>\$ 90,000,000.00 New Total<br>100% General Funds<br>Two-month extension of the<br>MiPRINT - Office Document<br>Output Management Services<br>contract |

**SECTION VII - RELEASE OF FUNDS TO WORK ORDER**

**SECTION VIII - REVISION TO WORK ORDER**

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of January 27, 2009. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held January 27, 2009, be approved. The motion was supported by Ms. Wolenberg and unanimously approved.

# APPROVED

February 3, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources Committee was held at 3:30 p.m. on January 28, 2009. Those present being:

Chairperson: Duane Berger, representing Approved \_\_\_\_\_  
Secretary of State Land

Member: Walt Herzig, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: James Shell, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Tom Graf, Department of Environmental Quality; Sherry Bond, Janet Rouse, Department of Management and Budget; Tom Hoane, Cynthia Watson, Department of Natural Resources; Julie Baldwin, Mike Blackledge, Connie Hanrahan, Sandra Hoffman, Amy Meldrum, Pat Scarlett, Department of Transportation

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The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources agenda be recommended to the State Administrative Board for approval. Supported by Mr. Herzig, the motion was unanimously adopted.

The Department of Environmental Quality agenda was presented.

Following discussion, Mr. Shell moved that the Environmental Quality agenda be recommended to the State Administrative Board for approval contingent upon the date of the agenda being corrected. Supported by Mr. Herzig, the motion was unanimously adopted.

The Department of Transportation regular and supplemental agendas were presented.

A Retroactive letter was received from Kirk T. Steudle, the Director of the Department of Transportation, regarding Item 33 of the regular agenda.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Items 15 and 25 contingent upon approval by the Office of Commission Audit and Items 4, 5, 6, 16, 18 through 23, 30 through 44, 46 through 58, and 60 through 66 contingent upon approval at the State Transportation Commission meeting on January 30, 2009. Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Shell moved that the Transportation supplemental agenda be recommended to the State Administrative Board for approval. Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

***At the State Administrative Board meeting on February 3, 2009, Item 55 of the regular Transportation agenda was withdrawn by the Department of Transportation.***

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

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

Transportation and Natural Resources - January 28, 2009 - 3:30 P.M.  
State Administrative Board Meeting - February 3, 2009 - 11:00 A.M.

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

MINERAL LEASES

- 1. **EIGHT DIRECT OIL AND GAS LEASES - NONDEVELOPMENT:** Jordan Development Company, LLC, of Traverse City, Michigan, oil and gas lease rights to 740.00 acres, more or less, of state-owned minerals located in Section 30, T20N, R17W, and Sections 25, 26, and 36, T20N, R18W, Grant Township, Mason County.

Terms: One-year term, one one-year extension option, 3/16 royalty, \$37,000.00 bonus consideration (\$50.00 per acre), and \$2.00 per acre annual rental.

- 2. **TWO DIRECT NONMETALLIC SAND AND GRAVEL MINERAL LEASES - DEVELOPMENT:** Department of Military and Veterans Affairs, Camp Grayling, Michigan, nonmetallic sand and gravel lease rights to 70.92 acres, more or less, of state-owned mineral rights, located in Section 30, T27N, R02W, Grayling Township, and Section 31, T28N, R02W, Lovells Township, Crawford County.

Terms: Seven (7) years with a possible three (3) year extension if in the best interest of the state. Royalty rates are \$0.294 per ton royalty for sand and \$0.602 per ton royalty on gravel.

The Director of the Department of Natural Resources approved Item 1 on January 12, 2009. The Chief of Forest, Mineral and Fire Management approved Item 2 on January 6, 2009. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:  
Department of Natural Resources

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

## AGENDA

### DEPARTMENT OF ENVIRONMENTAL QUALITY

#### TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

January 28, 2009

State Administrative Board

February 3, 2009

**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.**

### SUBMERGED LANDS

1. Proposed Deed (0.86 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: James Gerlach (DEQ File MC 454)

Consideration: \$17,536 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339, Control of Certain State Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA).
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$17,536 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

2. Proposed Deed (0.25 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: James Ward (DEQ File MC 133)

Consideration: \$19,855 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$19,855 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

3. Proposed Deed (0.39 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Donald and Shirley Gower (DEQ File MC 132)

Consideration: \$20,849 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$20,849 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

4. Proposed Deed (0.42 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Charles and Wanda McAdams (DEQ File MC 365)

Consideration: \$11,537 fee

A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.

B. Benefit: Compliance with Part 339.

C. Funding Source/Income to the State: \$11,537 fee.

D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

5. Proposed Deed (0.25 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Leland and Madelyn Rodgers and Gregg Hartemayer  
(DEQ File MC 192)

Consideration: \$9,980 fee

A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.

B. Benefit: Compliance with Part 339.

C. Funding Source/Income to the State: \$9,980 fee.

D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

6. Proposed Deed (0.53 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: James Pantello (DEQ File MC 453)

Consideration: \$11,813 fee

A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.

B. Benefit: Compliance with Part 339.

C. Funding Source/Income to the State: \$11,813 fee.

D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

7. Proposed Deed (0.22 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Richard Tischbein (DEQ File SC 243-244)

Consideration: \$9,249 fee

A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.

B. Benefit: Compliance with Part 339.

C. Funding Source/Income to the State: \$9,249 fee.

D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

8. Proposed Deed (0.36 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Thomas and Marion Pawlusiak (DEQ File SC 037)

Consideration: \$11,475 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$11,475 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

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Elizabeth M. Browne, Chief  
Land and Water Management Division  
Department of Environmental Quality

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Date

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 28, 2009 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: February 3, 2009 – Lake Superior Room,  
1st 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.

### CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Railroad Easement)  
Sale RR-038-E, Item 1, Control Section 280411, Parcel 5C

The subject property tract is located in the Village of Kingsley, Grand Traverse County, Michigan, and contains approximately 3,000 square feet. The appraisal process was waived due to the nominal value of the property. The approved processing fee of \$200 for transverse crossings has been received by MDOT. The transaction was approved by Melvin Williams, Administrator, Freight Services and Safety Division on May 16, 2008. The easement was requested by Consumers Energy Company for an aerial utility crossing over railroad tracks. Consumers Energy Company has submitted payment in full of \$200. The tract was not offered to the local municipalities because it is an easement.

**Purpose/Business Case:** The purpose of granting an easement on railroad property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

**Benefit:** MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments, or other property concerns.

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

**Commitment Level:** Easements are processed for a fee established by a MDOT process team. The fees for state agencies and local units are government may be waived if the property is used for a transportation purpose.

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing a specific real estate need.

**Cost Reduction:** The state does not accept less than fair market value or the established standard fee.

**Selection:** N/A.

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

**Zip Code:** 49649.

2. HIGHWAYS (Real Estate) – Resolution “B” (Conditional Option to Purchase)  
Control Section 77111, Parcel 8014 (MDOT)  
Control Section 77111, Parcel 8176 (Bridgeview Hotel Associates, Limited Partnership)

The subject property is located in the City of Port Huron, St. Clair County, Michigan. Parcel 8014 contains approximately 3.703 acres and was formerly improved with a Knights Inn Hotel (Knights Inn Property). The Knights Inn Property was purchased by MDOT in an advance acquisition for the proposed Blue Water Bridge Plaza Reconstruction Project. If the Blue Water Bridge Plaza Reconstruction Project becomes an approved and funded project, the current access to a Bob Evans Restaurant and a marina may need to be utilized for the construction project; therefore, an easement for a portion of the Knights Inn Property has been granted to provide future access to the two properties, if necessary.

The property (Holiday Inn Express Property) to be acquired by MDOT is located in the City of Port Huron, St. Clair County, Michigan. Parcel 8176 contains approximately 3.5 acres, is owned by Bridgeview Hotel Associates, Limited Partnership (Bridgeview), and is improved with an operating Holiday Inn Express hotel.

MDOT is entering into a Conditional Option to Purchase with Bridgeview for the proposed purchase of the Knights Inn Property in the event that the Blue Water Bridge Plaza Reconstruction Project becomes an approved and funded project and MDOT makes an offer to purchase the Holiday Inn Express Property. Bridgeview would pay a \$16,000 option fee and enter into a Protective Maintenance Use Agreement as consideration for this agreement. The option fee is based on a calculation of one percent of the \$1.6 million acquisition cost of the Knights Inn Property previously purchased by MDOT. If Bridgeview exercises the Conditional Option to Purchase, the \$16,000 option fee will be credited toward the purchase of the property. If Bridgeview does not exercise the Conditional Option to Purchase, the \$16,000 option fee will be retained by MDOT. The value of the Knights Inn Property and the value of the Holiday Inn Express Property will be determined by MDOT approved appraisals at such time as the Conditional Option to Purchase is exercised.

**Criticality:** If the Blue Water Bridge Plaza Reconstruction Project becomes an approved and funded project, and it becomes necessary for MDOT to purchase the Holiday Inn Express Property, this transaction will facilitate the process to relocate the Holiday Inn Express hotel.

**Purpose/Business Case:** To provide for Bridgeview to pursue development plans for a replacement property in the event that MDOT finds it necessary to acquire the Holiday Inn Express Property.

**Benefit:** MDOT benefits by utilizing excess property to expedite a complex relocation. This agreement will also benefit MDOT by virtue of the Protective Maintenance Use Agreement.

**Funding Source:** No special funding source is required for this exchange.

**Commitment Level:** The agreement will only be exercised in the event that MDOT makes an offer to purchase the Holiday Inn Express Property.

**Risk Assessment:** A delay in the approval of this agreement would subsequently delay the Blue Water Bridge Plaza Reconstruction Project if the project moves forward.

**Cost Reduction:** There are no special costs involved with this conditional option.

**Selection:** N/A.

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

**Zip Code:** 48060.

3. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work  
Authorization (11047-105533) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at CSX's grade crossing of Sand Road in the city of New Buffalo, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of New Buffalo and approved on December 23, 2008. The project cost is estimated at \$200,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

**Criticality:** In October 2008, members of a review team determined that the existing passive warning devices needed to be replaced with flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists.

**Purpose/Business Case:** The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of CSX with Sand Road in the city of New Buffalo, 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 New Buffalo, CSX, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

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

**Risk Assessment:** If this authorization is not approved, the identified safety risks will not be addressed.

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

**Selection:** N/A.

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

**Zip Code:** 49117.

4. \*EXECUTIVE (Office of Economic Development) - SIB Loan  
Contract (2009-0126) between MDOT and the Genesee County Road Commission is a state infrastructure bank (SIB) loan to assist the road commission in financing transportation infrastructure repairs associated with the reconstruction of North Saginaw Road from Clio Road to Willard Road. The loan will allow the Genesee County Road Commission to move the project forward and complete it in 2009, thereby increasing safety and decreasing maintenance costs originally planned for 2009. MDOT will loan \$718,000 at 3 percent interest to the Genesee County Road Commission. The contract will be in effect from the date of award through December 31, 2010. Source of Funds: SIB Loan Funds - \$718,000.

**Criticality:** The SIB program is a federally-seeded loan program (not a grant program). Activities for which loans can be made are restricted by federal regulation as established in Section 350 of the National Highway System Designation Act of 1995. These funds cannot be expended on other state activities.

**Purpose/Business Case:** To provide a SIB loan to the Genesee County Road Commission for the reconstruction of North Saginaw Road from Clio Road to Willard Road.

**Benefit:** This project will allow the road commission to complete this project in 2009 instead of the original plan of 2010, thereby increasing safety and decreasing the maintenance costs planned for 2009.

**Funding Source:** SIB Loan Funds - \$718,000.

**Commitment Level:** Contract is for a fixed amount.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If the Genesee County Road Commission does not receive the loan, the county will have to put the project on hold until 2010 or 2011, delaying safety improvements and incurring higher maintenance and construction costs.

**Cost Reduction:** The loan only covers costs not available from other sources.

**Selection:** N/A.

**New Project Identification:** Reconstruction of North Saginaw Road from Clio Road to Willard Road.

**Zip Code:** 48503.

5. \*EXECUTIVE (Office of Economic Development) - SIB Loan

Contract (2009-0127) between MDOT and the Genesee County Road Commission is a state infrastructure bank (SIB) loan to assist the road commission in financing transportation infrastructure repairs associated with the reconstruction of Genesee Road from Coldwater Road to Stanley Road. The loan will allow the Genesee County Road Commission to move the project forward and complete it in 2009, thereby increasing safety and decreasing maintenance costs originally planned for 2009. MDOT will loan \$929,600 at 3 percent interest to the Genesee County Road Commission. The contract will be in effect from the date of award through December 31, 2010. Source of Funds: SIB Loan Funds - \$929,600.

**Criticality:** The SIB program is a federally-seeded loan program (not a grant program). Activities for which loans can be made are restricted by federal regulation as established in Section 350 of the National Highway System Designation Act of 1995. These funds cannot be expended on other state activities.

**Purpose/Business Case:** To provide a SIB loan to the Genesee County Road Commission for the reconstruction of Genesee Road from Coldwater Road to Stanley Road.

**Benefit:** This project will allow the road commission to complete this project in 2009 instead of the planned 2010, thereby increasing safety and decreasing the maintenance costs planned for 2009.

**Funding Source:** SIB Loan Funds - \$929,600.

**Commitment Level:** Contract is for a fixed amount.

**Risk Assessment:** If the Genesee County Road Commission does not receive the loan, the county will have to put the project on hold until 2010 or 2011, delaying safety improvements and incurring higher maintenance and construction costs.

**Cost Reduction:** The loan only covers costs not available from other sources.

**Selection:** N/A.

**New Project Identification:** Reconstruction of Genesee Road from Coldwater Road to Stanley Road.

**Zip Code:** 48503.

6. \*EXECUTIVE (Office of Economic Development) - SIB Loan

Contract (2009-0128) between MDOT and the Road Commission of Macomb County is a state infrastructure bank (SIB) loan to assist the road commission in financing transportation infrastructure repairs associated with the reconstruction of Romeo Plank Road from Canal Road to Cass Avenue. The loan will allow the Road Commission of Macomb County to make necessary roadway repairs and will allow the county to address safety issues at the unimproved intersection at Canal Road. Romeo Plank Road provides access to a number of residential subdivisions, several educational facilities and churches, a public library, a fire station, and a civic center. MDOT will loan \$334,405 at 1 percent interest to the Road Commission of Macomb County. The contract will be in effect from the date of award through December 31, 2019. Source of Funds: SIB Loan Funds - \$334,405.

**Criticality:** The SIB program is a federally-seeded loan program (not a grant program). Activities for which loans can be made are restricted by federal regulation as established in Section 350 of the National Highway System Designation Act of 1995. These funds cannot be expended on other state activities.

**Purpose/Business Case:** To provide a SIB loan to the Road Commission of Macomb County to assist the road commission in financing transportation infrastructure improvements associated with the reconstruction of Romeo Plank Road from Canal Road to Cass Avenue.

**Benefit:** This project will be performed in conjunction with several other projects along this corridor in 2009, which will save time and costs.

**Funding Source:** SIB Loan Funds - \$334,405.

**Commitment Level:** Contract is for a fixed amount.

**Risk Assessment:** If the Road Commission of Macomb County does not receive the loan, the county will be unable to perform the repairs and an opportunity to address safety issues will be lost.

**Cost Reduction:** The loan only covers costs not available from other sources.

**Selection:** N/A.

**New Project Identification:** Romeo Plank Road from Canal Road to Cass Avenue.

**Zip Code:** 49454.

7. \*HIGHWAYS – Renew and Extend, Increase Services and Amount

Amendatory Contract (2004-0316/A4) between MDOT and Wade Trim Associates, Inc., will renew the contract and extend the contract term by approximately two years, will provide for the performance of additional design services, and will increase the contract amount by \$599,328.94. The additional services include the update of geometrics, utilities, drainage systems, traffic signals, sidewalks and sidewalk ramps and performance of crown and superelevation modifications. The original contract provides for design services to be performed for the reconstruction of M-85 (Fort Street) from Sibley Road to Goddard Road in Wayne County (CS 82211 - JN 72409C). The revised contract term will be from June 28, 2004, through January 31, 2007, and from the date of award of this amendment through January 30, 2011. No costs will be incurred between January 31, 2007, and the date of award of this amendment. The revised contract amount will be \$3,094,362.11. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This project was designed in 2004 up to the Omissions and Errors Check milestone and then put on hold due to lack of funding. The reconstruction project is now a priority as the roadway is deteriorating rapidly and the drainage system is inadequate.

**Purpose/Business Case:** To provide for the performance of additional services required to update this project prior to the bid letting in 2009.

**Benefit:** This project will improve the roadway surface, drainage system, and geometrics and will provide for Americans with Disabilities Act compliant sidewalk improvements.

**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:** If the amendment is not approved and the design services are not completed, the reconstruction project will be delayed, the roadway will continue to deteriorate, and the inadequate drainage system may pose a risk to motorists. Delay of the reconstruction project would also delay municipal utility upgrades that local communities are planning in conjunction with the reconstruction 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:** N/A for amendment; qualifications-based for original contract.

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

**Zip Code:** 48192.

\* Denotes a non-standard contract/amendment

8. HIGHWAYS - IDS University Research Services

Authorization (Z6) under Contract (2005-0014) between MDOT and Michigan Technological University (MTU) will provide for the continuation of the Michigan Engineer's Resource Library Program (MERL) software program. MTU developed the software program, which helps local agencies to develop accurate estimates of costs through comparisons to historical data. MTU will continue to offer training sessions throughout the state and to provide technical support. The authorization will be in effect from the date of award through December 31, 2009. The authorization amount will be \$91,809.02. The contract term is from November 29, 2004, through September 30, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Local agencies, their consultants, and MDOT Local Agency Programs engineers rely on MERL to create documents required for construction bid proposal packages for statewide road construction projects. The MERL program allows accurate cost estimates to be uploaded directly to MDOT's Trns\*port system with minimal effort from MDOT personnel.

**Purpose/Business Case:** To provide for the continuation of the MERL software program. MTU developed the software program, which helps local agencies to develop accurate estimates of costs through comparisons to historical data. MTU will continue to offer training throughout the state and to provide technical support.

**Benefit:** MERL allows project-specific cost estimates to be uploaded in the MDOT Trns\*port system with minimal effort from MDOT personnel.

**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 the authorization is not approved, MDOT will need to manually import over 300 local agency cost estimates per year.

**Selection:** N/A.

**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.

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

**Zip Code:** 48909.

9. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0379/A1) between MDOT and Global Remediation Technologies, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1). (See following item.) The original contract provides for 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 8, 2006, through June 7, 2011. 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.

**Criticality:** The IDS contract will expire on June 7, 2009. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z1), and the remediation services under authorization (Z1) cannot be completed.

**Purpose/Business Case:** To extend the term of the IDS contract by two year to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including work under authorization (Z1). No new authorizations will be issued under this IDS contract.

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

**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 amendment is not approved, the consultant will not be able to complete ongoing work under authorization (Z1).

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

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

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

**Zip Code:** 48909.

10. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2006-0379) between MDOT and Global Remediation Technologies, Inc., will extend the authorization term by two years to allow the consultant to continue monitoring the rate of natural attenuation of the groundwater contamination and to allow MDOT to be in compliance with Michigan Department of Environmental Quality (MDEQ) environmental laws. The additional time is needed to reach a clean closure for the site. The original authorization provides for the performance of remediation of soil and groundwater contamination at the Kalkaska Maintenance Garage, Kalkaska County (CS 84200 - JN 993700). The revised authorization term will be July 7, 2006, through June 7, 2011. The authorization amount remains unchanged at \$99,766. The contract term will be June 8, 2006, through June 7, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The authorization will expire on June 7, 2009. Without an authorization in place, cleanup at the site may not continue, and MDOT would be out of compliance with State of Michigan environmental statutes. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To extend the authorization term by two years to allow the consultant to continue monitoring the rate of natural attenuation of the groundwater contamination and to allow MDOT to be in compliance with MDEQ environmental laws.

**Benefit:** Will provide for the continuing clean up of the contaminated site.

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

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

**Risk Assessment:** If this revision is not approved, and clean-up of the contaminated site is not completed, MDOT will not be in compliance with the State of Michigan environmental statutes.

**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:** 49646.

11. HIGHWAYS - Engineering Services

Amendatory Contract (2007-0646/A2) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional as-needed design services during construction and will increase the contract amount by \$611,066.39. The additional work items include developing a plan revision for the inclusion of the Bagley Street Pedestrian Bridge east and west apron retaining walls, developing as-needed modifications for the northbound I-75 to westbound I-96 ramp and the extension of Wall B3, reviewing additional shop drawings, reviewing additional submittals associated with ongoing steel fabrication issues, and processing reimbursements for the production and installation of public art. The original contract provides for the performance of as-needed design services during construction for the reconstruction of I-75 and I-96 from West Grand Boulevard to the Consolidated Rail Corporation overpass (Ambassador Bridge/Gateway Project), including the Bagley Avenue Cable Stay Pedestrian Bridge, in Wayne County (CSs various - JN 37795A). The contract term remains unchanged, July 19, 2007, through December 31, 2010. The revised contract amount will be \$2,654,763.48. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** It is critical that this amendment be approved at this time to allow the continuation of the as-needed design services during construction for this project. If this amendment is not approved, the complicated and lengthy construction schedule for the Ambassador Bridge/ Gateway Project that includes a direct connection between the Ambassador Bridge and I-75/I-96 and the reconstruction of those freeways could be jeopardized. In addition, MDOT has made a commitment to the community for the production and installation of public art, for which state funds and federal enhancement funds have been made available.

**Purpose/Business Case:** To provide for the development of plan revisions for the inclusion of the Bagley Street Pedestrian Bridge east and west apron retaining walls; for as-needed assignments, including modifications and extensions; for timely reviews of additional shop drawings due to field condition changes; for reviews associated with ongoing steel fabrication issues; and for the processing and disbursement of the Bagley Street Pedestrian Bridge Art Competition reimbursement funds.

**Benefit:** Will provide for the continuation of necessary design services during construction for this complex construction project, including the resolution of any unforeseen construction issues.

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

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

**Risk Assessment:** If this amendment is not approved, timely design assistance for problems that may occur during the construction of this project may not be provided.

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

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

**New Project Identification:** This is a rehabilitation project that includes the new component of the Bagley Avenue Cable Stay Pedestrian Bridge.

**Zip Code:** 48075.

12. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2007-0788/A1) between MDOT and HH Engineering, Ltd., will provide for the performance of additional design services and will increase the contract amount by \$147,350.00. The additional services will include additional soil borings, development of embankment stability and settlement methods for construction, preparation of a Special Provision for Advanced Wetland Construction, and ramp alignment modifications to account for proposed wetland construction alternatives. In addition, work zone mobility recommendations require median shoulder widening for both eastbound and westbound I-94. The original contract provides for design services to be performed for reconstruction of I-94 at the Sargent Road interchange, Jackson County (CS 38103 - JNs 100001C and 100001D). The contract term remains unchanged, November 7, 2007, through December 31, 2010. The revised contract amount will be \$1,324,263.88. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This contract provides for design services to be performed for a project that is part of the I-94 Corridor Improvement Plan in Jackson County and includes the reconstruction of two critical bridges. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of additional design services, including additional soil borings, development of embankment stability and settlement methods for construction, preparation of a Special Provision for Advanced Wetland Construction, and ramp alignment modifications to account for proposed wetland construction alternatives. In addition, work zone mobility recommendations require median shoulder widening for both eastbound and westbound I-94.

**Benefit:** Will provide for design services to be performed for the first project constructed as part of the I-94 Corridor Improvement Plan in Jackson County, including the reconstruction of two critical bridges. The project will improve pavement conditions and provide a safer and more efficient roadway.

**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 amendment is not approved, the safest and most efficient design may not be used for this portion of the corridor and the strategy to improve the existing system and meet statewide condition goals could be jeopardized.

**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:** 49201.

13. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2007-0807/A1) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional services, will increase the contract amount by \$442,897.70, and will extend the contract term by 14 months. The additional work will include Intelligent Transportation System (ITS) system manager services for oversight of the installation and integration of ITS devices at various locations in the city of Grand Rapids. The original contract provides for design services to be performed for the expansion of the ITS along state trunklines and local primary and secondary routes system-wide in the Grand Rapids metropolitan area. The revised contract term will November 8, 2007, through August 30, 2011. The revised contract amount will be \$2,042,317.59. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Responsible deployment and operation of ITS resources along the state trunkline system in the city of Grand Rapids are critical for the safe and efficient operation of the freeway system. Active traffic management and incident management are critical for traveler safety. This project has been let for construction.

**Purpose/Business Case:** To provide for the performance of ITS system manager services for the oversight of the installation and integration of ITS devices at various locations in the city of Grand Rapids.

**Benefit:** Will reduce congestion and increase public safety. This approach is the most cost effective and efficient for MDOT.

**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 amendment is not approved, the safe and efficient operation of the Grand Rapids freeway system could be compromised.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49503.

14. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2008-0030/A1) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design services and will increase the contract amount by \$117,068.53 and will extend the contract term by approximately four months. The additional services will include design work for the installation of traffic surveillance equipment, dynamic message systems, and hardware. The original contract provides for design services to be performed for preliminary engineering design plans and specifications for the first stage of installation of an Intelligent Transportation System (ITS) in the Bay Region. The contract term remains unchanged, December 27, 2007, through January 10, 2010. The revised contract amount will be \$1,122,450.17. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This project is for planning and design for ITS infrastructure in the Bay Region. In order to receive federal funding for future ITS projects, MDOT must successfully complete the planning and design phases. For this reason, this amendment cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of design work for the installation of traffic surveillance equipment and related hardware and to increase the contract amount by \$117,068.53.

**Benefit:** The ITS system will help MDOT to move goods and people more safely and efficiently by providing it with tools to reduce congestion, improve mobility and incident management, and disseminate travel information to drivers along the I-75 corridor and other major state trunklines.

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

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

**Risk Assessment:** If this project is not completed, MDOT could lose federal funding for the installation of ITS equipment and hardware and could lose an opportunity to move goods and people more safely and efficiently by reducing congestion, improving mobility and incident management, and disseminating travel information to drivers.

**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:** 48607.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2008-0190) between MDOT and Surveying Solutions, Inc., will provide for the performance of design services for the Michigan Height Modernization Global Positioning System (GPS) and Geodetic Leveling Program for the lower peninsula (Bay, North, Grand, Southwest, and University Regions) (CS various - JN 102103). The work items will include differential leveling and GPS observations in accordance with National Geodetic System (NGS) specifications. Approximately 300 stations will be observed by GPS. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$942,762.05. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** MDOT could lose federal funds if the project is not completed, and costs of \$450,000 for the previously installed benchmarks would be lost. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** Differential leveling is one of the most expensive and labor intensive parts of surveying a highway job. Without proper leveling, a job cannot be constructed properly, and poor mapping results often result in cost overruns. Setting the marks will allow MDOT to observe the marks and position them relative to the National Spatial Reference System (NSRS). Once the data becomes part of the NSRS, even if the marks are destroyed, the data will be incorporated into the system and benefits will be realized. The Michigan Height Program pilot project for monument placement involves setting concrete marks per federal specification at given intervals. Marks will be leveled and observed via GPS using federal specifications. Currently, GPS can only be used for providing two-dimensional coordinates. After height modernization, GPS will be used for setting three-dimensional coordinates.

**Benefit:** This project will improve vertical accuracy and improve project control benchmarks, reduce survey costs by 25 percent, reduce construction staking costs by 30 percent, and make the use of automated machine grading possible.

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

**Commitment Level:** The hourly cost is fixed and the project is on a milestone basis not to exceed the contract amount.

**Risk Assessment:** If the services are not performed, MDOT will continue to bear the high costs of bringing benchmarks to projects and will have to continue to use grade stakes on projects. Machine automation will not be possible, and federal matching funds may be lost.

**Cost Reduction:** Low bid.

**Selection:** Qualifications-based.

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

**Zip Code:** 48909.

16. HIGHWAYS - Participation for Local Agency Contract  
 Contract (2008-5314) between MDOT and the City of Southfield will provide for funding participation in the following improvements:

Data collection work on Structure B02 of 63-20-35, which carries northbound Bridge Street over the Rouge River, for a period of one year, including the electronic monitoring of various strain gauges and reporting the results to MDOT.

Estimated Funds:

State Restricted Trunkline Funds	\$15,000
City of Southfield Funds	\$ 0
Total Funds	<u>\$15,000</u>

C.S. 63020; Oakland County  
 No Letting

**Criticality:** A previous agreement to fund the monitoring of the Bridge Street Bridge and provide data to MDOT expired at the end of 2008. Since the construction of this bridge involves new materials and technology which can potentially impact how MDOT designs and constructs bridges, it is critical to monitor both the short term and long term performance of the bridge.

**Purpose/Business Case:** The Bridge Street Bridge over the Rouge River in Southfield is a unique and important structure based on the design, materials used, and methods of construction. MDOT provided funding for the original construction. Built into the structural members are sensors connected to data collection equipment that provides data on how the bridge reacts to truck loading, thermal expansion, etc. Continued monitoring of the behavior of this bridge is an important part of the long term understanding as to how the innovative materials respond and perform. The data collected is provided to MDOT for analysis, and under the current agreement data collection will stop at the end of 2008. Continued monitoring is critical to gaining further understanding and potentially provide future applications of the innovative materials used in its construction.

**Benefit:** Continued monitoring will provide the additional data needed to fully appraise the performance of these innovative materials that may at some point be incorporated into MDOT bridge designs for more durable bridges.

**Funding Source:** State Office of Research and Best Practices Discretionary Funds.

**Commitment Level:** 100% state up to an amount not to exceed \$50,000.

**Risk Assessment:** Without this contract, the existing monitoring equipment will be idled and no data acquisition will be made. Since the construction of this bridge involves new materials and technology which can potentially impact how MDOT designs and constructs bridges, it is critical to monitor both the short term and long term performance of the bridge.

**Cost Reduction:** Costs capped at \$50,000.

**Selection:** Qualifications - based.

**New Project Identification:** Continued testing of existing bridge.

**Zip Code:** 48034.

\* Denotes a non-standard contract/amendment

17. HIGHWAYS - Participation in Transportation Enhancement Force Account Work  
 Contract (2008-5435) between MDOT and the City of Reading will provide for funding participation in the following improvements:

Furnishing and installation of 22 decorative street lights along Highway M-49 between State Street and Silver Street and also along Michigan Street between Highway M-49 and Chestnut Street.

Estimated Funds:

Federal Highway Administration Funds	\$108,640
State Restricted Trunkline Funds	\$ 23,280
City of Reading Funds	<u>\$ 23,280</u>
Total Funds	<u>\$155,200</u>

STE 30011 - 102693; Hillsdale County  
 Force Account Work

**Criticality:** Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not be expended on any other activity. If Michigan does not use these funds, they will be made available to other states and Michigan residents will lose out on the benefits afforded by the use of the funds. Delaying this project would jeopardize federal funds that are allocated to the State of Michigan.

**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 Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of Reading Funds.

**Commitment Level:** 70% federal funds, 15% state funds, and 15% local funds.

**Risk Assessment:** Without this contract, the City's match cannot be collected.

**Cost Reduction:** Negotiated with Consumers Energy.

**Selection:** N/A.

**New Project Identification:** New enhancement of existing roadway.

**Zip Code:** 49274.

18. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2008-5479) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Horizontal realignment work for John Martin Road (County Road 432) at the intersection of Highway M-123.

Estimated Funds:

Federal Highway Administration Funds	\$41,570
Mackinac County Road Commission Funds	<u>\$12,130</u>
Total Funds	<u>\$53,700</u>

STH 49609 - 100347  
 Local Force Account

\* Denotes a non-standard contract/amendment

**Criticality:** This project will improve the visibility of oncoming traffic. Delaying this project would adversely affect the safety of motorists.

**Purpose/Business Case:** To realign horizontal geometry to improve safety.

**Benefit:** Increased safety.

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

**Commitment Level:** \$41,570 not to exceed 80% federal and the balance by the Mackinac County Road Commission.

**Risk Assessment:** Without this contract, the County cannot receive these federal funds.

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

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49760.

19. HIGHWAYS - Cost Participation for Local Agency Preliminary Engineering  
Contract (2008-5480) between MDOT and the Alger County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

The performance of preliminary engineering activities for the reconstruction of Highway H-58 from approximately 0.5 miles west of the Hurricane River to approximately 0.5 miles east of the Hurricane River.

Estimated Funds:

Federal Highway Administration Funds	\$65,800
State Restricted Local Jobs Today Funds	\$16,400
Alger County Road Commission Funds	\$ 0
Total Funds	<u>\$82,200</u>

TIP 02003 – 104987

Preliminary Engineering

**Criticality:** The design phase of this project has been approved under the Local Jobs Today Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and is necessary before construction of the project can take place. Delaying this phase of the project would result in the delay of the construction phase of this project, thereby adversely affecting the goal of the Local Jobs Today Program to stimulate the state's economy.

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

**Benefit:** Will allow the project to move forward and funds from SAFETEA-LU to be expended.

**Funding Source:** Federal Transportation Improvements Projects Funds and State Local Jobs Today Funds.

**Commitment Level:** 80% federal, 20% state.

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

**Cost Reduction:** Hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Selection:** Qualifications-based.

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

**Zip Code:** 49862.

20. HIGHWAYS - Participation for Local Agency Construction Contract  
 Amendatory Contract (2008-5490) between MDOT and the City of Inkster will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

PART A

Concrete pavement reconstruction work along Carlisle Road from Middlebelt Road to Inkster Road, including storm drainage improvements, concrete sidewalk ramp work, and pavement marking work.

PART B

Watermain, sanitary lead, audiovisual taping, and irrigation system work along Carlisle Road from Middlebelt Road to Inkster Road.

The purpose of this amendment is to provide for the inclusion of federal participating and state participating construction engineering, construction materials testing, and inspection work and the associated increase in the project cost for the Part A portion of the project. No changes are being made to the Part B portion of the project.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$1,521,990	\$155,960	\$1,677,950
State Restricted Local Jobs Today Funds	\$ 380,500	\$ 36,140	\$ 416,640
City of Inkster Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$1,902,490</u>	<u>\$192,100</u>	<u>\$2,094,590</u>

HPSL 82400 – 89434; Wayne County  
 Amendment

**Criticality:** This amendment will allow the City to be reimbursed with federal and state funds for eligible costs. Delaying this amendment would keep the City from receiving the proper financial assistance for eligible costs associated with the Part A portion of the project.

**Purpose/Business Case:** To amend the original contract to include costs incurred by the City for construction engineering, construction materials testing, and inspection, which are eligible for reimbursement with federal and state funds.

**Benefit:** Will allow the City to receive federal and state funds for costs that are eligible for reimbursement.

**Funding Source:** Federal High Priority Project – SAFETEA-LU Funds, State Local Jobs Today Funds, and City of Inkster Funds for Part A; City of Inkster Funds for Part B.

**Commitment Level:** 80% federal subject to obligational authority, 20% state up to an amount not to exceed \$416,640, and the balance by the City of Inkster for Part A; 100% City of Inkster for Part B.

**Risk Assessment:** Without this amendment, the City cannot receive federal and state funds for costs incurred for construction engineering, construction materials testing, and inspection for the Part A portion of this project.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48141.

\* Denotes a non-standard contract/amendment

21. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2008-5499) between MDOT and the Allegan County Road Commission will provide for participation in the following improvements:

Permanent culvert replacement and road repair work at Lakeshore Drive approximately 3300 feet north of 126<sup>th</sup> Avenue and at Lakeshore Drive approximately 5100 feet north of 126<sup>th</sup> Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$295,900
Allegan County Road Commission Funds	<u>\$ 73,900</u>
Total Funds	<u>\$369,800</u>

ER 03001 - 105106

Local Letting

**Criticality:** This project will provide for the permanent repair of a roadway that suffered serious damage as a result of a natural disaster. Delaying this project could adversely affect motorist safety should failure of the emergency work performed to temporarily restore the roadway occur.

**Purpose/Business Case:** To improve drainage and preserve the roadway.

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

**Funding Source:** Federal Emergency Relief Funds and Allegan County road Commission Funds.

**Commitment Level:** 80% federal, 20% Allegan County Road Commission; based on estimate.

**Risk Assessment:** Without this contract, the County cannot receive these federal funds.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49406.

22. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2008-5508) between MDOT and the City of Brighton will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Orndorf Drive from Grand River Avenue to approximately 550 feet west of Library Drive.

Estimated Funds:

State Restricted TED Funds	\$460,200
City of Brighton Funds	<u>\$247,800</u>
Total Funds	<u>\$708,000</u>

EDA 47522 – 105495; Livingston County

Local Letting

\* Denotes a non-standard contract/amendment

**Criticality:** Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

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

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

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

**Commitment Level:** 65% state up to \$460,200 and the balance by the City of Brighton; based on estimate.

**Risk Assessment:** Without this contract, there would be a possible loss of development opportunities.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 48116.

23. HIGHWAYS – Local Jobs Today Program (Time Extension)

Amendatory Contract (2008-8903) between MDOT and the Leelanau County Road Commission will provide state loan funds under the Local Jobs Today (LJT) Program to assist the county in financing the following transportation infrastructure improvements:

Hot mix asphalt resurfacing work along County Road 633 from Bingham Road northerly to Otto Road, including shoulder trenching, aggregate base, and aggregate shoulder work, together with necessary related work.

The purpose of this amendment is to extend the loan repayment period by one year, through September 30, 2010. The contract amount remains unchanged at \$727,300. Source of Funds: LJT Funds - \$727,300.

EDDF 45555 – 76606  
Amendment

**Criticality:** This loan will expire on September 30, 2009. Federal funding applicable to the project will be used to pay the principal of the loan and is not available until fiscal year 2010. Without the extension, the County will not be able to follow through on its intent to cover the principal cost of the loan with federal aid associated with the construction of this transportation project.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the applicable federal funding to become available for payment of the loan principal.

**Benefit:** Will provide sufficient time for the federal funding applicable to the project to become available for payment of the loan principal.

**Funding Source:** State LJT loan funds.

**Commitment Level:** Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project that is not currently available.

**Risk Assessment:** If this extension is not approved, the County will not be able pay back the principal on the loan using federal funding associated with the project.

**Cost Reduction:** The loan only covers costs for which the current estimated federal funding applicable to the project is not yet available.

**Selection:** N/A.

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

**Zip Code:** 49682.

24. HIGHWAYS - Design Services

Contract (2009-0086) between MDOT and Alfred Benesch & Company will provide for design services to be performed for three separate locations along the National Railroad Passenger Corporation (Amtrak) Wolverine route (Chicago-Detroit-Pontiac) in the city of Detroit, Wayne County (CS 82062 - JN 104135C). The work items include, but are not limited to, right-of-way (ROW) surveys, final ROW plans, demolition plans, a single track connection, crossover and railroad structure, computation of plan quantities, and the preparation of staging plans for maintenance of rail and roadway traffic during construction. The contract will be in effect from the date of award through November 1, 2010. The contract amount will be \$964,185.14. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This project will reduce travel times for rail passenger and freight traffic in the Detroit area.

**Purpose/Business Case:** To improve on-time performance and reduce travel times for Amtrak's passenger service by providing more direct routing, and to eliminate conflict with freight trains in West Detroit. The project involves the development of plans, specifications, and estimates for the design of a proposed track connection at the West Detroit Junction to allow passenger and freight trains to operate at faster speeds with minimal freight conflict. The project also includes the design of a new structure over Junction Avenue, additional track between the proposed connection track and the Vinewood Interlocker, a siding (pocket track) to be located between the New Center Station and Beaubien Interlocker, power switches, and automatic signalization.

**Benefit:** This project will reduce travel times, increase reliability (on-time performance), and improve safety by reducing passenger/freight train conflicts in an area with substantial freight train volumes.

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

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

**Risk Assessment:** If this contract is not approved, the design cannot be completed as scheduled, and an opportunity may be lost to reduce travel times, increase reliability (on-time performance), and improve safety by reducing passenger/freight train conflicts in an area with substantial freight train volumes.

**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:** Qualifications-based.

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

**Zip Code:** 48210.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2009-0096) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed for the reconstruction of M-121 from 80th Avenue to 40th Avenue in the cities of Hudsonville and Zeeland and the townships of Zeeland, Jamestown, and Georgetown in Ottawa County (CS 70823 - JN 87019C). The services will include design work for cold milling and hot mix asphalt (HMA) resurfacing, concrete joint repairs of the existing pavement, full-depth joint repairs, and drainage upgrades. The authorization will be in effect from the date of award through December 15, 2011. The authorization amount will be \$551,068.64. The contract term is December 16, 2008, through December 15, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** These services are critical to keeping the project on schedule, using the federal funds in the designated years, and reaching condition goals for the state's roadway system. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for design services to be performed for the reconstruction of M-121 from 80th Avenue to 40th Avenue in the cities of Hudsonville and Zeeland and the townships of Zeeland, Jamestown, and Georgetown in Ottawa County. The services will include design work for cold milling and HMA resurfacing, concrete joint repairs of the existing pavement, full depth joint repairs, and drainage upgrades.

**Benefit:** Will extend the pavement service life and increase public safety.

**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:** If this authorization is not approved, the pavement service life will continue to decrease, safety issues may not be addressed, and the plan completion and project letting may be delayed.

**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:** 49464.

26. \*HIGHWAYS - Vehicle Infrastructure Integration Services

Contract (2009-0123) between MDOT and Western Michigan University will provide for the design and development of an open-source Vehicle Infrastructure Integration (VII) platform and applications. The contract will be in effect from the date of award through February 1, 2012. The contract amount will be \$202,895.16. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Key VII technologies related to this project will be demonstrated at the 2009 ITS - Michigan Annual Meeting and Exposition and at the 2009 American Association of State Highway and Transportation Officials (AASHTO) Mississippi Valley Conference to promote understanding of VII concepts and the VII program. Demonstrations will include a Traffic Management Center set up that will use VII technology to display real-time VII demonstration vehicle information.

**Purpose/Business Case:** This is one of two contracts with Michigan universities to develop a set of open platform software programs for the VII program. This project is intended to demonstrate the effectiveness of VII in terms of data collection, traffic management, and in-vehicle applications. The program will also help to jump-start the national VII program by developing an open-source platform for software that can be built upon by the entire VII community.

**Benefit:** The VII program aims to improve safety and mobility on Michigan roads. This project will help to accelerate VII deployment.

**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:** This project is intended to accelerate the development and deployment of VII in Michigan and nationally. Failure to approve this project could set the program back, delay the benefits of VII, and jeopardize Michigan's standing as a leader in VII.

**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.

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

**Zip Code:** 48909.

27. \*HIGHWAYS - Intelligent Transportation Systems Services

Contract (2009-0125) between MDOT and URS Corporation Great Lakes will provide for the performance of Intelligent Transportation System (ITS) system manager services for oversight of the installation and integration of ITS devices at various locations in the city of Grand Rapids. System manager services provide contractor oversight to ensure that the system functions as designed and that all components of the project meet state and federal specifications. Components of the project include communication towers, dynamic message signs, surveillance systems cameras, microwave vehicle detection systems, and all required communications devices and facilities necessary to link the ITS field devices to the network. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$797,101.34. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Responsible deployment and operation of ITS resources along the state trunkline system in the city of Grand Rapids are critical for the future safe and efficient operation of the freeway system. Active traffic management and incident management are critical for traveler safety. This project has already been let for construction.

**Purpose/Business Case:** To provide for the performance of ITS system manager services for oversight of the installation and integration of ITS devices at various locations in the city of Grand Rapids.

**Benefit:** Will reduce congestion and increase public safety. This approach is the most cost effective and efficient for MDOT.

**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 the contract is not approved, the safe and efficient operation of the Grand Rapids freeway system could be compromised.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49503.

28. HIGHWAYS - IDS Engineering Services

Contract (2009-0130) between MDOT and Anderson, Eckstein and Westrick, 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.

29. HIGHWAYS - IDS Engineering Services

Contract (2009-0132) between MDOT and Tricon Engineering Group will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. \*PASSENGER TRANSPORTATION – Renewal/Time Extension

Amendatory Contract (95-1697/A9) between MDOT and the National Railroad Passenger Corporation (Amtrak) will renew the contract and extend the contract term by approximately eight months. The additional time is needed because installation of the Americans with Disabilities Act (ADA) compliant ticketing kiosks is taking longer than anticipated. The original contract provides for the purchase and installation of the most current technology in automated ticketing and travel information displays at various rail passenger stations along rail passenger routes in Michigan. 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, from March 24, 2004, through December 23, 2008, and from the date of award of this amendment through September 30, 2009. No costs will be incurred between December 23, 2008, and the date of award of this amendment. The contract amount remains unchanged at \$500,000. Source of Funds: FY 1996 and FY 2004 State Restricted Comprehensive Transportation Funds - \$500,000.

**Criticality:** Approval of this amendment is critical to allow continued installation of recently updated ADA compliant ticket machines and to enhance passenger services at rail stations in Michigan.

**Purpose/Business Case:** To renew the contract and extend the contract term by approximately eight months to provide sufficient time for Amtrak to complete the necessary station renovations for ticketing services and to continue the installation of ADA compliant ticketing kiosks.

**Benefit:** Rail passengers will be able to access automated ticketing at several additional staffed and unstaffed stations. The automated ticketing machines will process passengers more quickly and will allow tickets to be purchased after hours. The new machines are able to accommodate debit cards and are ADA compliant. Some of the installations will be for the replacement of outdated equipment in West Michigan.

**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:** If this amendment is not approved, the installation of ADA compliant ticketing kiosks will be delayed and the facilities/stations at which automated ticketing is available will be limited.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48909.

31. \*PASSENGER TRANSPORTATION - Extend Term

Amendatory Contract (96-0819/A10) between MDOT and the Federal Railroad Administration (FRA) will extend the contract term by 18 months to provide for the continuation of activities required to support the Incremental Train Control System (ITCS) implementation, in particular, the verification and validation (V&V) of the project and the testing of the newly installed radio system. Because there was a delay in receiving the new, higher frequency radios, the testing with a high-railer and a test train is not complete. The radio testing must be included in the V & V in case the testing results in software changes. The V&V portion of the project is an integral stage of the project that will provide the FRA with the certification needed to allow Amtrak to increase speeds above 90 miles per hour (mph) (to 100 and 110 mph in 2009). When the radio testing and V&V are completed, Amtrak expects to be allowed to extend the ITCS territory an additional 20 miles without duplication of previous testing. The original contract provides federal funding for the demonstration of a high-speed positive train control project on a segment of the federally designated Detroit-Chicago High-Speed Rail Corridor. This project is undertaken in an effort to increase safety and decrease travel times on the High-Speed Rail Corridor. The revised contract term will be March 3, 1995, through June 30, 2010. The contract amount remains unchanged at \$39,758,349. Source of Funds: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768, Amtrak Funds - \$4,461,000; and General Electric Transportation Systems Global Signaling (General Electric) Funds - \$4,916,569.

**Criticality:** Approval of this amendment is critical because without the time extension, the ITCS project cannot be completed. If the project is not completed, MDOT will not be allowed to increase train speed to 110 mph, and the system will not be expanded.

**Purpose/Business Case:** To provide for the completion of the V&V portion of this contract, as required by FRA mandates, that was delayed by the late delivery and installation of the new radio system and software modifications.

**Benefit:** The completion of the ITCS implementation, partnered by MDOT, Amtrak, General Electric, and the FRA, which will provide Michigan with the second fastest rail corridor in the United States. Upon certification by the FRA, MDOT and Amtrak will be able to expand the ITCS boundaries on other segments of the corridor without duplicating prior testing. This is a first of its kind system with the potential to revolutionize high-speed rail travel and increase safety.

**Funding Source:** FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768, Amtrak Funds - \$4,461,000; and General Electric Funds - \$4,916,569.

**Commitment Level:** The contract amount remains unchanged and the contract term will be extended by 18 months under this amendment.

**Risk Assessment:** If this amendment is not approved, the ITCS project will not be completed and implemented. The radio testing and V&V segment must be completed to obtain FRA approval for train speeds of 110 mph.

**Cost Reduction:** A completed, validated, and FRA-approved ITCS system will dramatically reduce the per-mile cost for future installations of the positive train control system that will be required for train speeds in excess of 79 mph in other area of Michigan and the country.

**Selection:** N/A.

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

**Zip Code:** 48909.

32. \*PASSENGER TRANSPORTATION – Renew and Extend, Increase Services

Amendatory Contract (99-0611/A7) between MDOT and the City of Dearborn will renew the contract and extend the contract term by approximately eight months to allow the City to continue to move the project forward with the remaining funds in the contract. While the work outlined in the work plan has been completed, the City would like to move forward with two additional important projects. The first is to develop a coordinated marketing plan with the Ann Arbor to Detroit Commuter Rail Demonstration Project and the second is to provide implementation funding to leverage other private, local, state, and federal dollars for the first phase of construction. The revised contract term will be from September 15, 1999, through December 31, 2003, from February 19, 2004, through November 18, 2004, from May 27, 2005, through November 26, 2008, and from the date of award of this amendment through September 30, 2009. No costs will be incurred between November 26, 2008, and the date of award of this amendment. The contract amount remains unchanged at \$1,240,625. Source of Funds: Federal Transit Administration (FTA) Funds - \$992,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$248,125.

**Criticality:** Extension at this time is critical to allow the City of Dearborn to continue to develop this project and implement its phased construction.

**Purpose/Business Case:** To extend the contract term by approximately eight months to provide sufficient time for the City of Dearborn to develop a coordinated marketing plan and to proceed with the implementation of funding to leverage additional funding for phased construction of a new rail passenger/intermodal facility in the city of Dearborn.

**Benefit:** Upon completion of the project, the City of Dearborn will have a marketing plan that will include integration with the Ann Arbor to Detroit Commuter Rail Demonstration project and will identify sources of funding that are necessary to begin phased development.

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

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

**Risk Assessment:** If this amendment is not approved, the lack of a coordinated marketing plan to link the new facility to the Ann Arbor to Detroit Commuter Demonstration Project will negatively impact ridership for the commuter service, which is scheduled to begin in the fall 2010. In addition, if the scope of this project is not expanded to implement the phased construction plan, the project will be further delayed.

**Selection:** N/A.

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

**Zip Code:** 48126.

33. PASSENGER TRANSPORTATION - Section 5307 Program

**Retroactive** Project Authorization Revision (Z6/R2) 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 purchase of replacement buses (177 days retroactive). The project was delayed by unforeseen employee vacancies at BWATC. The original authorization, which expired on August 10, 2008, provided state matching funds for BWATC's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of three replacement buses. The revised authorization term will be August 11, 2003, through August 10, 2010. The authorization amount remains unchanged at \$520,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$416,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$104,000.

This revision is retroactive because the request was not received from BWATC until November 20, 2008.

**Criticality:** Approval at this time is critical to allow BWATC to replace vehicles that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety and improve air quality.

**Purpose/Business Case:** To extend the authorization term by two years to provide sufficient time for BWATC to complete the purchase of replacement vehicles.

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48060.

34. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z16/R1) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides service in St. Clair County, will extend the authorization term by one year to provide sufficient time for BWATC to purchase replacement buses. The project was delayed due to additional time required for the undertaking of a larger than normal bus procurement and unforeseen employee vacancies. The original authorization provides state matching funds for BWATC's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 13, 2006, through September 12, 2010. The authorization amount remains unchanged at \$413,100. 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 - \$330,480; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$82,620.

**Criticality:** Approval at this time is critical to allow BWATC to replace vehicles that have reached the ends of their useful lives. The replacement vehicles are needed to ensure passenger safety and improve air quality.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for BWATC to purchase replacement vehicles.

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

**Funding Source:** FTA Funds - \$330,480; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$82,620.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48060.

35. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z19/R1) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides service in St. Clair County, will extend the authorization term by one year to provide sufficient time for BWATC to complete the purchase of replacement vehicles. The project was delayed due to additional time required for the undertaking of a larger than normal bus procurement and unforeseen employee vacancies. The original authorization provides state matching funds for BWATC's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be September 12, 2006, through September 11, 2010. The authorization amount remains unchanged at \$2,735,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,188,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$547,000.

**Criticality:** Approval at this time is critical to allow BWATC to replace vehicles that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety and improve air quality.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for BWATC to purchase replacement vehicles.

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

**Funding Source:** FTA Funds - \$2,188,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$547,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48060.

36. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z14/R3) under Master Agreement (2002-0086) between MDOT and the Shiawassee Area Transportation Agency (SATA) will extend the authorization term by approximately ten months to provide sufficient time for SATA to take delivery of a new bus. Due to the expiration of the state's extended purchase contracts for buses, SATA had to undertake a local procurement, which took longer than anticipated. The bus has been ordered; however, it may not be delivered prior to the expiration of the authorization. The original authorization provides state matching funds for SATA's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be September 14, 2004, through December 31, 2009. The authorization amount remains unchanged at \$468,750. 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 - \$375,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$93,750

**Criticality:** Approval is critical to allow SATA to take delivery of a replacement vehicle necessary to maintain a safe and reliable transit operation.

**Purpose/Business Case:** To extend the authorization term by ten months to provide sufficient time for SATA to procure a new bus.

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

**Funding Source:** FTA Funds- \$375,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$93,750.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48867.

37. PASSENGER TRANSPORTATION - Section 5311(f) Program

Amendatory Contract (2005-0553/A6) between MDOT and the City of St. Ignace will extend the contract term by nine months to provide sufficient time for the City to complete the project. The project was initially delayed because the land acquisition costs for the purchase of property for the construction of an intercity bus terminal in St. Ignace were greater than anticipated. As a result, the architectural and engineering and construction phases were also delayed. The original contract provides state matching funds for the City's FY 2004 Federal Section 5311(f) Intercity Bus Program grant. The revised contract term will be October 5, 2005, through December 21, 2009. The contract amount remains unchanged at \$1,774,874. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,419,899; FY 2006, FY 2007, and FY 2008 State Restricted Comprehensive Transportation Funds - \$354,975.

**Criticality:** Approval of this amendment is critical to allow the subcontractor to continue with construction of the facility and to prevent the loss of federal funds allocated for the construction of the St. Ignace bus terminal facility.

**Purpose/Business Case:** To extend the contract term by nine months to provide sufficient time for the City to complete the construction phase of the project for the St. Ignace intercity bus terminal.

**Benefit:** Will ensure the reliability and continuity of intercity bus connections at St. Ignace and provide a safe, secure environment for intercity bus passengers traveling to and from the Upper Peninsula with links to the national transportation system.

**Funding Source:** FTA Funds - \$1,419,899; FY 2006, FY 2007, FY 2008 State Restricted Comprehensive Transportation Funds - \$354,975.

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

**Risk Assessment:** The risks of not approving this amendment are the loss of federal funds, the loss of a safe environment for intercity bus passengers, and the loss of a reliable point of service connection for passengers traveling to and from the Upper Peninsula.

**Cost Reduction:** The contract for construction was awarded to the lowest cost and most responsive bidder.

**Selection:** N/A.

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

**Zip Code:** 49781.

38. PASSENGER TRANSPORTATION - Marine Capital

Project Authorization (Z3) under Master Agreement (2007-0172) between MDOT and the Beaver Island Transportation Authority (BITA), in Charlevoix County, will provide 90 percent state marine capital funds for improvements to the Beaver Island Ferry System, which provides marine passenger service between Charlevoix and Beaver Island. Project items will include the purchase of vessel systems upgrades and vessel and dock support equipment; architectural and engineering design for a new vessel; and contingencies, including emergency repairs. The authorization will be in effect from the date of award through three years. The authorization amount will be \$222,222. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2009 State Restricted Comprehensive Transportation Funds - \$200,000; BITA Funds - \$22,222.

**Criticality:** Approval of this authorization is critical to maintain passenger safety and vehicle integrity.

**Purpose/Business Case:** To provide for capital improvements to the Beaver Island Ferry System.

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

**Funding Source:** FY 2009 State Restricted Comprehensive Transportation Funds - \$200,000; BITA Funds - \$22,222.

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

**Risk Assessment:** The risks of not approving this authorization are the loss of ferry service and potential damage to vessels.

**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:** 49782.

39. PASSENGER TRANSPORTATION - Section 5307 Capital Program

Project Authorization Revision (Z9/R1) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will add a new line item for software and will adjust funding among the line items to fund the new line item. Funding will also be moved from the Preventive Maintenance line item to the Comprehensive Planning line item. Due to changes in DDOT's priorities, funding is needed for the purchase and installation of computer software systems and for the planning and engineering for the Detroit Transit Options for Growth Study (DTOGS), a rail project following the Federal Transit Administration's (FTA) New Starts process. The original authorization provides state matching funds for DDOT's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 19, 2008, through September 18, 2011. The authorization amount remains unchanged at \$27,586,091. The toll credit amount remains unchanged at \$4,989,620. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FTA Funds - \$27,058,493; FY 2002 State Restricted Comprehensive Transportation Funds - \$527,598.

**Criticality:** Approval of this revision at this time is critical to allow the purchase and installation of needed computer software systems and planning and engineering for the DTOGS rail project. This project will create jobs in the City of Detroit, reduce congestion, and improve air quality.

**Purpose/Business Case:** To add a line item for software, to adjust funding among line items to fund the new software line item, and to increase funding for the comprehensive planning line item for the planning and engineering of DTOGS.

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

**Funding Source:** FTA Funds - \$27,058,493; FY 2002 State Restricted Comprehensive Transportation Funds - \$527,598.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48207.

40. PASSENGER TRANSPORTATION - Marine Capital

Project Authorization (Z14) under Master Agreement (2007-0204) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), in Chippewa County, will provide 90 percent state marine capital funds for improvements to the St. Mary's River Ferry System, which provides marine passenger service between Sault Ste. Marie and Sugar Island, Barbeau and Neebish Island, and DeTour and Drummond Island. Project items will include the purchase of vessel propulsion systems upgrades, vessel support equipment, and contingencies, including emergency repairs. The authorization will be in effect from the date of award through three years. The authorization amount will be \$180,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2009 State Restricted Comprehensive Transportation Funds - \$162,000; EUPTA Funds - \$18,000.

**Criticality:** Approval of this authorization is critical to maintain passenger safety and vehicle integrity.

**Purpose/Business Case:** To provide for capital improvements to the St. Mary's River Ferry System.

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

\* Denotes a non-standard contract/amendment

**Funding Source:** FY 2009 State Restricted Comprehensive Transportation Funds - \$162,000; EUPTA Funds - \$18,000.

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

**Risk Assessment:** The risks of not approving this authorization are the loss of ferry service and potential damage to vessels.

**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:** 49782.

41. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z4/R1) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will add \$434,720 in federal funds and \$108,680 in state matching funds for project administration and the construction of a bus terminal. The original authorization provides state matching funds for Muskegon's FY 2006, FY 2007, and FY 2008 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, September 24, 2008, through September 23, 2011. The revised authorization amount will be \$1,520,893. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,216,714; FY 2007 and FY 2009 State Restricted Comprehensive Transportation Funds - \$304,179.

**Criticality:** Approval of this authorization revision is critical at this time to avoid further delay in the construction of a bus terminal that will enhance traveler safety.

**Purpose/Business Case:** To provide additional federal funds and additional state matching funds for Muskegon's FY 2006, FY 2007, and FY 2008 Federal Section 5309 Capital Discretionary Program grant.

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

**Funding Source:** FTA Funds - \$1,216,714; FY 2007 and FY 2009 State Restricted Comprehensive Transportation Funds - \$304,179.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49444.

42. \*PASSENGER TRANSPORTATION – Renewal/Time Extension and Novation  
Amendatory Contract (2007-0407/A1) between MDOT and Grand Trunk Western Railroad Incorporated will renew the contract and extend the contract term by approximately ten months and will provide for the reassignment of the contract responsibilities from Grand Trunk Western Railroad Incorporated (GTW) to Grand Trunk Western Railroad Company to accommodate a corporate name change. GTW changed its name to Grand Trunk Western Railroad Company as a result of a merger between two Canadian National Railway Corporation (CN) companies. The project was delayed because it was necessary for GTW to perform train braking distance tests to ensure that sufficient braking distance would remain for westbound trains affected by the signal relocation. The tests have been completed, and the railroad has confirmed that the distances are adequate. The original contract provided for the removal of the existing wayside train signals and the relocation and installation of new wayside train signals to the east of Capital Avenue in the city of Battle Creek, which will alleviate some of the train congestion for National Railroad Passenger Corporation (Amtrak) passenger trains stopping at the Battle Creek passenger station. The project is part of the continued effort to eliminate grade crossings, improve the infrastructure, increase safety, and decrease travel times on the federally-designated Detroit-Chicago High Speed Rail Corridor. The revised contract term will be from June 7, 2007, through December 6, 2008, and from date of award of this amendment through December 6, 2009. No costs will be incurred between December 6, 2008, and the date of award of this amendment. The contract amount remains unchanged at \$146,440. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$146,440.

This amendment was previously approved by the State Administrative Board Agenda at its December 2, 2008, meeting as a time extension only.

**Criticality:** Approval at this time is critical to allow GTW to continue with the relocation and installation of train signals near the Battle Creek Station. The project will increase safety and decrease travel times on the federally-designated Detroit-Chicago High Speed Rail Corridor. Approval of this amendment is also necessary to clearly identify the responsible party to the contract.

**Purpose/Business Case:** To renew the contract and extend the contract term by approximately ten months to provide sufficient time for the project to be completed and to provide for the reassignment of the contract responsibilities from GTW to Grand Trunk Western Railroad Company to accommodate a corporate name change.

**Benefit:** The installation/relocation of the train signals will provide expanded track room for the unloading/loading of passengers, allow CN to continue freight movements while Amtrak occupies the station, ease congestion between passenger and freight traffic through the station area, and improve vehicle traffic movements at adjacent public at-grade rail crossings. This amendment will make it clear that compliance with the terms of the contract is now the responsibility of Grand Trunk Western Railroad Company.

**Funding Source:** FY 2002 State Restricted Comprehensive Transportation Funds - \$146,440.

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

**Risk Assessment:** If this amendment is not approved, the opportunity to improve infrastructure, mitigate train and vehicle congestion, and reduce passenger train delays could be lost; and the corporate name change would not be recognized. The project will increase the safety and reliability of the multi-modal transportation system.

**Cost Reduction:** The costs have been reviewed by MDOT's Rail Passenger Section and found to be reasonable for the required work.

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

**Zip Code:** 49014.

43. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z4/R2) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), which provides transit service in Ottawa County, will reduce federal funds by \$200,000 and will reduce state matching funds by \$50,000, because MAETA has moved \$200,000 of federal funds from the rehabilitation/renovation of a bus park and ride lot capital line item to operating assistance, which is not matched by state funds. The original authorization provides state matching funds for MAETA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The authorization term remains unchanged, July 1, 2007, through January 16, 2010. The revised authorization amount will be \$1,000,529. The toll credit amount remains unchanged at \$4,260. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$804,683; FY 2006 State Restricted Comprehensive Transportation Funds - \$192,596, MAETA Funds - \$3,250.

**Criticality:** Approval of this revision is critical to reduce state funds that cannot be used for operating assistance purposes.

**Purpose/Business Case:** To provide for a reduction of \$200,000 in federal funds and \$50,000 in state matching funds because the MAETA has moved \$200,000 of federal funds from a capital line item to operating assistance, which is not matched by state funds.

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

**Funding Source:** FTA Funds - \$804,683; FY 2006 State Restricted Comprehensive Transportation Funds - \$192,596, MAETA Funds - \$3,250.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49423.

44. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), in Holland, will extend the authorization term by two years to provide sufficient time for MAETA to complete the project. The additional time is needed because the transition of projects from the City of Holland to the new Authority has taken longer than anticipated. Construction of the new facility has been delayed to allow MAETA's board of directors to review all potential sites before authorizing construction. The original authorization provides state matching funds for the FY 2004 and FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 1, 2007, through September 24, 2011. The authorization amount remains unchanged at \$1,942,879. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,554,303; FY 2003 State Restricted Comprehensive Transportation Funds - \$388,576.

**Criticality:** Approval at this time is critical to allow MAETA to complete site approval as a first step toward constructing a transit facility to ensure efficient transportation services and passenger safety.

**Purpose/Business Case:** To extend the authorization term by two years to provide sufficient time for MAETA to review all potential sites before authorizing construction of a new facility.

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

**Funding Source:** FTA Funds - \$1,554,303; FY 2003 State Restricted Comprehensive Transportation Funds - \$388,576.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49423.



**Cost Reduction:** Reduced roadway maintenance costs.  
**Selection:** Low bid.  
**New Project Identification:** Rehabilitation.  
**Zip Code:** 48708.

**EXTRAS**

46. **Extra 2009 - 010**

Control Section/Job Number: 11021-90029 MDOT Project

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

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

Contractor: Jackson Steel Construction, Inc.  
 3235 County Farm Road  
 Jackson, MI 49201

Designed By: MDOT  
 Engineer's Estimate: \$209,686.02

Description of Project:

Bridge rehabilitation, hot mix asphalt and concrete cold milling, hot mix asphalt resurfacing, steel repairs, partial painting, substructure repair, approach work and maintaining traffic on US-12 over the Galien River east of New Buffalo, Berrien County.

Administrative Board Approval Date:	June 17, 2008	
Contract Date:	July 9, 2008	
Original Contract Amount:	\$256,739.08	
Total of Overruns/Changes (Approved to Date):	12,213.35	+ 4.76%
Total of Extras/Adjustments (Approved to Date):	20,962.85	+ 8.17%
Total of Negative Adjustments (Approved to Date):	(4,233.29)	- 1.65%
<b>THIS REQUEST</b>	<b><u>97,800.00</u></b>	<b><u>+ 38.09%</u></b>
<b>Revised Total</b>	<b><u>\$383,481.99</u></b>	<b>+ 49.37%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.28% over the original budget for an **Authorized to Date Amount** of \$285,681.99.

Approval of this extra will place the authorized status of the contract 49.37% or \$126,742.91 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

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

<b>CM 8 (90029A)</b>	
Removing and Replacing Masonry Plates	\$75,000.00
Traffic Control Adjustment for Plates	<u>22,800.00</u>
<b>Total</b>	<b><u>\$97,800.00</u></b>

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

**CM 8**

While cleaning and coating the steel beams, some of the masonry plates underneath the beam end sole-bearing areas did not have enough material left to be structurally stable. Gaps could be seen beneath the bearing areas. The engineer contacted Lansing Bridge Design as well as the Construction and Technology Division to determine how to repair the masonry plates. A determination was made to replace the masonry plates and the engineer directed the contractor to complete the work.

The new items on contract modification 8 are both related to the masonry repair and are being set up as a budget amount. The work to replace the masonry plates will be based on force account records. The cost for Traffic Control Adjustment for Plates will be determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction. The extra cost for Removing and Replacing Masonry Plates will be 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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is 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%, unless otherwise noted.

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

**Risk Assessment:** This item is 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:** 49113.

47. **Extra 2009 - 011**

Control Section/Job Number: 73171-75246 MDOT Project

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

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

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

Designed By: MDOT  
Rowe, Inc.  
HH Engineering, Limited  
URS Corporation Great Lakes

Engineer's Estimate: \$54,000,289.38

Description of Project:

6.67 miles of concrete reconstruction, widening and median enclosure, drainage and safety improvements on I-75 from Birch Run Creek northerly to Dixie Highway, and superstructure replacement on I-75 over Dixie Highway, bridge widening on I-75 over the Cass River, and bridge rehabilitation on I-75 under Maple Road, Curtis Road, Riverview Drive and Townline Road, Saginaw County. This project includes a 5 year material and workmanship pavement warranty.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 03, 2006	
Original Contract Amount:	\$49,944,782.37	
Total of Overruns/Changes (Approved to Date):	(\$4,929,766.63)	- 9.87%
Total of Extras/Adjustments (Approved to Date):	5,603,789.15	+ 11.22%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>71,533.99</u></b>	<b><u>+ 0.14%</u></b>
<b>Revised Total</b>	<b><u>\$50,690,338.88</u></b>	<b>1.49%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.35% over the original budget for an **Authorized to Date Amount** of \$50,618,804.89.

Approval of this extra will place the authorized status of the contract 1.49% or \$745,556.51 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-93	1 r. 2	\$4,576,923.49	07/03/07
2007-142	4 r. 2	\$166,711.80	10/02/07
2007-170	5, 7 r. 1	\$256,488.00	11/06/07
2007-179	9, 10	\$42,112.50	12/04/07
2008-053	11, 14 r. 2	\$170,215.25	04/01/08
2008-107	19	\$1,693.74	08/05/08
2008-123	17	\$178,683.04	09/02/08
2008-158	23 r. 1, 24 r. 1	\$195,856.29	11/05/08

Contract Modification Number(s): 25 r. 1

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

**CM 25**

**(75246A)**

Aggregate Base Mod 6" (4G Mod Limestone)	1,004.160 Syd @ \$7.22/Syd	\$7,250.04
Force Account Anlaan Cass River Deck Pour		6,956.93
Lane Closure for B02-1 and S08-1		3,063.90

**(86083A)**

Steel Sheet Piling, Permanent Type SZ222	1,488.700 Sft @ \$36.45/Sft	<u>54,263.12</u>
<b>Total</b>		<b><u>\$71,533.99</u></b>

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

**CM 25**

When this project was let, the aggregate base material proposed for the project was a crushed concrete material coated with an asphalt emulsion. The reason crushed concrete was specified was that it would be better for the environment by reusing some of our materials. The asphalt emulsion is used to coat the crushed concrete so it does not leach small particles that can plug the underdrain.

The contractor proposed using MDOT's standard crushed limestone material for the aggregate base on the project. This would alleviate concerns over the crushed concrete leaching into the underdrain and would also help them with the placement of the material. To use the asphalt emulsion they would need to sub-contract the work to another company; with the crushed limestone they could do the work.

The engineer accepted the use of crushed limestone; however, to continue with MDOT's plan to help the environment and recycle material, the crushed concrete material could be used under the shoulders and median concrete barrier. This is far enough away from the underdrain that any leaching will not plug the underdrain; therefore, it will not need to be coated with asphalt emulsion. To help with drainage on the project, the crushed concrete material will be extended to the outside ditch so water can drain directly to the ditch in this area and further help with leaching concerns.

The items for this change were set up on contract modification 1 and are now being increased to match the amount needed to date. The extra cost for Aggregate Base Modified 6" (4G Mod Limestone) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index. The extra work was completely offset by a reduction in the original bid items on contract modification 1.

The contractor had the bridge deck prepared for the deck pour on the bridge over the Cass River. The engineer directed the contractor to hold off on the deck pour so the reinforcement could be reviewed. It was reviewed and Lansing Bridge Design determined that additional reinforcement bars would be needed. The engineer directed the contractor to furnish and place the additional reinforcement. The extra cost for Force account Anlaan Cass River Deck Pour is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer determined that a lane closure would be needed when the contractor poured the bridge decks at the Cass River and Dixie Highway bridges. The equipment used to level out the concrete and provide a smooth surface, the Bidwell, hangs over the barrier wall near traffic. Due to the proximity of traffic, the engineer directed the contractor to close a lane while using the Bidwell so the work would be completed safely. The extra cost for Lane Closure for B02-1 and S08-1 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The plans did not include a detail showing how to retain the slope paving in the area where the sidewalk was shown to be installed next to Dixie Highway. The engineer and bridge designer discussed this and determined the best alternative would be to drive sheet piling behind the sidewalk, attach shear developers to the face of the sheet piling, and pour a retaining wall adjacent to the sheet piling. The engineer directed the contractor to install the retaining wall. The extra items were originally set up on contract modification 4 and now represent the amount needed to date. The extra cost for the Steel Sheet Piling, Permanent Type SZ 222 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items 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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are 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:**

**75246A:** State Restricted Trunkline, 100%;

**84897A:** FHWA, 89.59%; State Restricted Trunkline, 9.95%; SBC Communications, 0.46%;

**84983A:** FHWA, 90.00%; State Restricted Trunkline, 10.00%;

**86083A:** FHWA, 90.00%; State Restricted Trunkline, 10.00%;

**87227A:** State Restricted Trunkline, 100%, unless otherwise noted.

**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 are 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:** 48722.

48. **Extra 2009 - 012**

Control Section/Job Number: 25400-100391 Local Agency Project

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

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

Contractor: Metropolitan Power & Lighting, Inc.  
3085 N. Van Dyke  
Inlay City, MI 48444

Designed By: Local Agency  
Engineer's Estimate: \$186,574.75

Description of Project:

Closed loop radio interconnect system for traffic signals at 13 intersections on Miller Road from Dye Road to Ballenger Highway in the city of Flint, Genesee County.

Administrative Board Approval Date:	December 18, 2007	
Contract Date:	January 28, 2008	
Original Contract Amount:	\$197,907.39	
Total of Overruns/Changes (Approved to Date):	(9,640.00)	- 4.87%
Total of Extras/Adjustments (Approved to Date):	9,545.00	+ 4.82%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>42,396.77</u></b>	<b>+ <u>21.42%</u></b>
<b>Revised Total</b>	<b><u>\$240,209.16</u></b>	<b>+ 21.37%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.05% under the original budget for an **Authorized to Date Amount** of \$197,812.39.

Approval of this extra will place the authorized status of the contract 21.37% or \$42,301.77 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 3

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

**CM 2**

Conduit, DB, 1, 3, inch	94.000 Ft @ \$20.000/Ft	\$1,880.00
Exploratory Excavation for Foundation		1,727.22
Re-install Wireless, Closed Loop, Remote	2.000 Ea @ \$864.00/Ea	1,728.00
Strain Pole Fdn, Permanent Casing	24.000 Ft @ \$700.00/Ft	16,800.00
Power Co. (Est. Cost to Contractor)		<u>20,261.55</u>
<b>Total</b>		<b><u>\$42,396.77</u></b>

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

**CM 2**

This project was coordinated with the reconstruction of Miller Road. The contractor working on the Miller Road project removed the driveway for the Arby's Restaurant and it was discovered that the wiring for the signal was very deteriorated. The engineer determined that conduit needed to be placed so that the wiring could be replaced and directed the contractor working on the signal project to replace the conduit. The extra cost for Conduit, DB 1, 3, inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices and other projects completed by the County.

While completing the signal work at the intersection of Miller Road and the Arby's Drive the engineer directed the contractor to perform some exploratory excavation to determine the best location for the strain pole. The extra cost for Exploratory Excavation for Foundation is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The plans indicated the location for the antennas and the contractor placed them as designed. The electric power company did not like 2 of the antennas' location on their poles and requested that they be moved. The engineer directed the contractor to move the antennas to locations agreeable to the power company. The extra cost for Re-install Wireless, Closed Loop, Remote is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The original plans did not include the proper quantity of casing for the strain pole foundations. The engineer negotiated a new item for the correct quantity of casing with the contractor and directed them to place the casing. This item is slightly offset by a reduction in the original item included on contract modification 1 totaling \$6,000. The extra cost for Strain Pole Fdn, Permanent Casing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items already being used on the contract.

The plans did not have an item set up for the cost of the work performed by the power company. The engineer determined that this was an oversight; it should have been included. The engineer directed the contractor to work with the power company and pay the invoice cost from the power company. The extra cost for Power Co. (Est. Cost to Contractor) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the invoice received from the power company for the work performed.

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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is 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, 100.00%, unless otherwise noted.

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

**Risk Assessment:** This item is 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:** 48532.

49. **Extra 2009 - 013**

Control Section/Job Number: 25544-56263 Local Agency Project

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

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

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

Designed By: Rowe, Inc.  
Engineer's Estimate: \$3,138,478.28

Description of Project:

Widen from two to five lanes, curb and gutter, and storm sewer and water main on Elms Road from Corunna Road (M-21) to Calkins Road, Genesee County.

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 17, 2004	
Original Contract Amount:	\$3,135,138.74	
Total of Overruns/Changes (Approved to Date):	67,142.52	+ 2.14%
Total of Extras/Adjustments (Approved to Date):	518,818.65	+ 16.55%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>216,838.21</u></b>	<b><u>+ 6.92%</u></b>
<b>Revised Total</b>	<b><u>\$3,937,938.12</u></b>	<b>+ 25.61%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.69% over the original budget for an **Authorized to Date Amount** of \$3,721,099.11.

Approval of this extra will place the authorized status of the contract 25.61% or \$802,799.38 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-112	1 r. 2	\$452,744.30	10/04/05
2006-044	3	\$141,753.48	04/04/06
2006-142	4 r. 1	\$2,624.40	11/07/06

Contract Modification Number(s): 5

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

**CM 5**

Cobblestone Slope, Special	0.440 Syd @ \$35.00/Syd	\$15.40
Aggregate Materials – Increase in Cost	1.000 LS @ \$26,361.61/LS	26,361.61
Force Account – Repr 6” House Drain	1.000 Ea @ \$1,142.29/Ea	1,142.29
Force Account – Seasonal Shutdown		7,385.44
Hand Work for Curb & Gutter	1.000 Ea @ \$1,204.16/Ea	1,204.16
HMA Material – Increase Cost	1.000 LS @ \$21,244.48/LS	21,244.48
San Sewr Desgn – Idle Equip & Down Time	1.000 Ea @ \$30,467.93/Ea	30,467.93
Traffic Control Work – Force Account	1.000 LS @ \$24,978.20/LS	24,978.20
Water Main Maintenance & Guarantee Bond	1.000 LS @ \$1,815.00/LS	1,815.00
Water Main Material – Increase in Cost	1.000 LS @ \$65,233.70/LS	65,233.70
Water Main Valve – Increase in Price	1.000 LS @ \$36,990.00/LS	36,990.00
<b>Total</b>		<b><u>\$216,838.21</u></b>

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

Due to the steep slope near Wolfhound’s commercial development, the engineer directed the contractor to add cobblestones to the area. This item was set up on a previous contract modification and now represents the amount needed to date. The extra costs for Cobblestone Slope, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT’s Average Unit Price Index.

The existing sanitary sewer leads conflicted with the newly placed storm sewer. The storm sewer had to remain at the as placed elevation to properly drain the entire storm sewer drainage system. The elevations at each end of the storm sewer system were fixed to properly tie into the drainage area. The sanitary sewer main had to be relocated to accommodate the lowering of the sanitary sewer leads. A significant portion of this work is considered state-participating as the road work necessitated the sanitary sewer relocation. This change delayed the project and pushed the completion into the next season’s construction.

The contractor requested an extra due to the increase in the cost of the aggregate materials. This item is being set up to compensate the contractor for the increased cost in aggregate materials. The extra cost for Aggregate Materials – Increase in Cost is based on records per Section 109.03 of the 2003 Standard Specifications for Construction.

A six inch house drain needed to be repaired; the engineer determined that the leak was not due to the contractor and directed the contractor to repair the drain. The extra cost for Force Account – Repr 6” House Drain is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Due to the sanitary sewer and proposed storm sewer issues, the contract could not be completed in one season. The contractor had to make the project acceptable for seasonal shutdown. The extra cost for Force Account – Seasonal Shutdown is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was required to place some of the curb and gutter by hand due to the location of a utility pole. The engineer directed them to complete the work. This extra cost is slightly offset by a reduction in the original item totaling approximately \$565 that will be included on a future balancing contract modification. The extra cost for Hand Work for Curb & Gutter is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Due to the sanitary sewer and proposed storm sewer issues, noted above, the contractor had to wait for the placement of some of the hot mix asphalt (HMA) material. The contractor requested an extra due to the increase in the cost of the HMA materials. This item is being set up to compensate the contractor for the increased cost in HMA materials. The extra cost for HMA Material-Increase Cost is based on records per Section 109.03 of the 2003 Standard Specifications for Construction.

Due to the sanitary sewer and proposed storm sewer issues, noted above, the contractor claimed idle equipment during their down time. At a TSC level claim meeting the TSC agreed that the contractor should be compensated for the idle equipment. The extra cost for San Sewr Desgn Idle Equip & Down Time is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Due to the delay in the project, the contractor claimed additional cost for the traffic control items. Force account records were kept for the extra work and when completed they were also compared with section 812.04.T of the Standard Specifications for Construction. The extra cost for Traffic Control Work – Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The Genesee County Drain Commission required a maintenance and guarantee bond for the water main but this requirement was not included in the original proposal. The contractor was directed to provide the bond and document the cost of the bond. This extra work is 100 percent funded by the Genesee County Road Commission. The extra cost for Water Main Maintenance & Guarantee Bond was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the invoice submitted by the contractor for the bond.

Due to the sanitary sewer and proposed storm sewer issues, noted above, the contractor claimed that the cost for the water main increased. The engineer and contractor meet several times to discuss the issue and the engineer agreed to the increase in price. This extra work is 100 percent funded by the Genesee County Road Commission. The extra costs for Water Main Material – Increase in Cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when comparing the change in the material cost.

Due to a discrepancy in the special provision for the water main, the contractor indicated that they could use butterfly valves for the 24 inch water main. The engineer indicated that only gate valves should be used for the 24 inch water main. The contractor filed a claim for the additional cost for the gate valves and at the TSC level claim meeting the TSC agreed with the contractor. This extra work is 100 percent funded by the Genesee County Road Commission. The extra costs for Water Main Valve – Increase in Price was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when comparing the change in the material cost between the two valves.

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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item was 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, 63.94%; Genesee County, 36.06%, unless otherwise noted.

**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:** 48532.

50. **Extra 2009 - 014**

Control Section/Job Number:	63459-48935	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Giffels-Webster Engineers, Inc.	
Engineer's Estimate:	\$545,085.50	

Description of Project:

1.50 mi of hot mix asphalt recreational pathway on South Commerce Road from Oakley Park Road northerly to Commerce Road, Oakland County.

Administrative Board Approval Date:	September 28, 2007	
Contract Date:	October 23, 2007	
Original Contract Amount:	\$569,585.51	
Total of Overruns/Changes (Approved to Date):	24,888.10	+ 4.37%
Total of Extras/Adjustments (Approved to Date):	84,638.33	+ 14.86%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>159,949.50</u></b>	<b><u>+ 28.08%</u></b>
<b>Revised Total</b>	<b><u>\$839,061.44</u></b>	<b>+ 47.31%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 19.23% over the original budget for an **Authorized to Date Amount** of \$679,111.94.

Approval of this extra will place the authorized status of the contract 47.31% or \$269,475.93 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-137	4 r. 1	\$80,966.35	09/02/08

Contract Modification Number(s): 5 r. 1

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

**CM 5 (48935A)**

Re-lettering of Special Signs	1.000 LS @ \$472.50/LS	\$472.50
Remove Geogrid in Open Water Area	1.000 LS @ \$10,325.00/LS	10,325.00
Wood Boardwalk	160.000 Ft @ \$695.25/Ft	111,240.00
Wood Piles, 8" Tip x 12" Butt x 50' Long	28.000 Ea @ \$1,354.00/Ea	<u>37,912.00</u>
<b>Total</b>		<b><u>\$159,949.50</u></b>

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

**CM 5**

After several signs on the project were installed, the project engineer determined that the signs needed to be re-lettering. The engineer directed the contractor to change the lettering on the signs. The extra cost for Re-Lettering of Special Signs was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items and work completed by the county on other projects.

An area of the path was completed in a wetland with very poor soils and standing water. A geotechnical consulting company was contacted to provide a design for this area. The design included placing a geogrid in the area and completing the path on top of it. This design did not work and actually sank into the poor soils. A second geotechnical consulting company was contacted to provide a different approach. The recommended approach would be to use a wood boardwalk set on wood piles. It was also determined that the geogrid that was previously installed should be cut to relieve the pressure of the trapped water under the geogrid. To determine if the costs proposed by the contractor were reasonable, the engineer contacted two other construction companies to provide cost information.

The township is looking into recovering the costs of the failed cross-section design from the original geotechnical consultant. The extra cost for Remove Geogrid in Open Water Area; Wood Boardwalk and Wood Piles, 8" tip x 12" butt x 50' long was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to bid received from other construction companies.

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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are 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, 70%; Oakland County, 30%, unless otherwise noted.

**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 are 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:** 48390.

51. **Extra 2009 - 016**

Control Section/Job Number: 77020-83928 Local Agency Project

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

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

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

Designed By: HNTB  
Engineer's Estimate: \$9,898,162.55

Description of Project:

Bridge rehabilitation work including structural, geotechnical, electrical, mechanical and minor approach work on 7th Street at Black River Creek in the city of Port Huron, St. Clair County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 4, 2007	
Original Contract Amount:	\$10,186,672.50	
Total of Overruns/Changes (Approved to Date):	(1,935.05)	- 0.02%
Total of Extras/Adjustments (Approved to Date):	278,947.37	+ 2.74%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>511,937.63</u></b>	<b><u>+ 5.03%</u></b>
<b>Revised Total</b>	<b><u>\$10,975,622.45</u></b>	<b>+ 7.74%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.72% over the original budget for an **Authorized to Date Amount** of \$10,463,684.82

Approval of this extra will place the authorized status of the contract 7.74% or \$788,949.95 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-139	3	\$220,127.15	09/23/08

Contract Modification Number(s): 5 r. 1

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

<b>CM 5 (83928A)</b>	
Force Acct 3 South Tremie Pour	\$416,427.63
Force Acct 5 North Tremie Pour	<u>95,510.00</u>
<b>Total</b>	<b><u>\$511,937.63</u></b>

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

**CM 5 (83928A)**

Due to numerous variances (which included underwater debris and footing variances) in the condition of the interface between the existing south abutment and the proposed strut, the cofferdam could not be sealed using traditional construction methods. The engineer and the contractor completed several site visits and meetings, as well as underwater exploration, to determine how to seal the cofferdam. It was agreed that a reinforced tremie would be needed. This included constructing part of the strut in the wet condition in order to facilitate dewatering.

This approach was needed on both the south and north abutments. Force account records were used to determine the costs included in the final negotiated amount, which included a credit from the contractor. The credit was needed because the contractor did not use the original seal method for the cofferdam. Sealing the cofferdam is part of the lump sum pay item for cofferdam. The extra costs for the above items are 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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, 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%, unless otherwise noted.

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

**Risk Assessment:** This item is 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:** 48060.

52. **Extra 2009 - 017**

Control Section/Job Number: 82061-60447 MDOT Project

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

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

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

Designed By: Tetra Tech of Michigan, PC  
Engineer's Estimate: \$7,323,849.33

Description of Project:

1.41 miles of hot mix asphalt reconstruction, drainage improvements, sidewalk, sanitary work, and water main work on US-12 (Michigan Avenue) from Heywood Street to Howe Road and intersection improvements from 4th Street to Howe Road in the City of Wayne, Wayne County. This project includes one 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 29, 2006	
Original Contract Amount:	\$6,845,786.46	
Total of Overruns/Changes (Approved to Date):	(722,942.89)	- 10.56%
Total of Extras/Adjustments (Approved to Date):	1,005,241.78	+ 14.68%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>71,193.42</u></b>	<b><u>+ 1.04%</u></b>
<b>Revised Total</b>	<b><u>\$7,199,278.77</u></b>	<b>+ 5.16%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.12% over the original budget for an **Authorized to Date Amount** of \$7,128,085.35.

Approval of this extra will place the authorized status of the contract 5.16% or \$353,492.31 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-056	2 r. 1	\$697,036.30	04/03/07
2007-146	3 r. 1, 5 r. 1	\$96,207.09	10/02/07
2007-155	4, 7, 8, 9, 10, 11, 12 r.3, 13, 14 r.1, 15 r. 2	\$97,210.89	11/06/07
2008-025	16 r. 3, 18 r. 1	\$2,547.85	02/05/08
2008-075	19 r 1, 20, 21, 22, 23, 24, 26, 27 r 1	\$64,641.09	05/06/08
2008-083	28, 30, 31, 32	\$23,843.35	06/03/08
2008-169	35, 36, 37 r. 1	\$21,659.68	11/05/08

Contract Modification Number(s): 38, 39, 40

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

**CM 38**

**(60447A)**

Hand Patching	144.820 Ton @ \$131.25/Ton	\$19,007.63
<b>(80368A)</b>		
Hand Patching	6.220 ton @ \$131.25/Ton	<u>816.38</u>
<b>Total</b>		<b><u>\$19,824.01</u></b>

**CM 39 (60447A)**

Supermax Collision grading and fence work	1.000 LS @ \$8,422.73/LS	<u>\$8,422.73</u>
<b>Total</b>		<b><u>\$8,422.73</u></b>

**CM 40**

**(60447A)**

Remedial work to Eliminate ADA issue at Sims and rebuild Theatre Drives	1.000 LS @ \$42,946.68/LS	<u>\$42,946.68</u>
		<b><u>\$42,946.68</u></b>

**Grand Total**

**\$71,193.42**

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

**CM 38**

At various locations throughout the project it was necessary to replace small portions of parking lots and driveways with hot mix asphalt (HMA) to match the existing area. The plans included some utility work in these areas, but they did not indicate how to replace the HMA in these areas. The engineer determined that many of the areas were small and required hand work; therefore, hand patching was used.

The extra cost for Hand Patching was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

**CM 39**

The driveway for Supermax Collision was completed as designed, which left a 2.5 foot gap under the fence in some areas. The owner and the engineer met and discussed several ways to correct the situation. It was determined that the driveway would need to be graded down on the owner's property. This would allow the driveway to be at an acceptable grade, and allow the gate and fence to work properly. This additional work was missed in the design, but the engineer determined that it would have been needed anyway and should not be counted against the designer. The extra cost for Supermax Collision grading and fence work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

**CM 40**

After the project was complete, two issues were found. One was due to the sidewalk on the north side of US-12 just west of Sims Street. In this area, the sidewalk ended at a curb and did not meet current Americans with Disabilities Act (ADA) requirements. It was also discovered after construction, that the driveways at the State Wayne Theatre should have been extended further back. Some of the bricks in the driveway had scrapes on them from the bottom of vehicles. The engineer directed the contractor to fix both areas. This included removing the brick driveways and regrading the area further back. The extra cost for Remedial Work To Eliminate ADA Issue at Sims and rebuild Theatre Drives is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

These Extras were recommended for approval by the State Transportation Commission at its January 30, 2009 meeting, and are now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**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:**

**60447A:** FHWA, 69.99%; State Restricted Trunkline, 14.75 %, City of Wayne 15.26 %;

**80368A:** FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

**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:** 48184.

53. **Extra 2009 - 018**

Control Section/Job Number: 55555-83431 Local Agency Project

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

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

Contractor: Barley Trucking & Excavating, Inc.  
P.O. Box 547  
Menominee, MI 49858

Designed By: Mead & Hunt  
Engineer's Estimate: \$1,296,803.39

Description of Project:

1.35 mi of hot mix asphalt resurfacing and reconstruction, road obliteration, storm sewer and water main, concrete sidewalk, decorative lighting, and streetscape amenities on Railroad Street from Robert Street to River Road, on Menominee Street from Robert Street to Division Street and on Samuel Street between Railroad Street and Menominee Street in the city of Stephenson, Menominee County.

Administrative Board Approval Date:	July 15, 2008	
Contract Date:	August 6, 2008	
Original Contract Amount:	\$1,305,028.61	
Total of Overruns/Changes (Approved to Date):	497,955.16	+ 38.16%
Total of Extras/Adjustments (Approved to Date):	(302,870.85)	- 23.21%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>406,544.35</u></b>	<b><u>+ 31.15%</u></b>
<b>Revised Total</b>	<b><u>\$1,906,657.27</u></b>	<b>+ 46.10%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.95% over the original budget for an **Authorized to Date Amount** of \$1,500,112.92.

Approval of this extra will place the authorized status of the contract 46.10% or \$601,628.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4, 7

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

**CM 4**

**(83431A)**

Material, Surplus & Unsuitable, Rem, LM	415.000 Cyd @ \$4.20/Cyd	\$1,743.00
Subgrade Undercutting, Type III	1,330.000 Cyd @ \$17.55/Cyd	23,341.50
Subgrade Undercutting, Type III, Modified	537.000 Cyd @ \$20.90/Cyd	11,223.30
HMA, 4E3	1,348.100 Ton @ \$97.00/Ton	130,765.70
HMA, 5E3	1,904.400 Ton @ \$99.00/Ton	188,535.60

**(102091A)**

HMA, 4E3	193.500 Ton @ \$97.00/Ton	18,769.50
HMA, 5E3	257.800 Ton @ \$99.00/Ton	<u>25,522.20</u>

**Total**

**\$399,900.80**

**CM 7**

Material, Surplus & Unsuitable, Rem, LM	304.000 Cyd @ \$4.20/Cyd	\$1,276.80
Salv Crushed Material, LM	402.000 Cyd @ \$13.35/Cyd	<u>5,366.70</u>

**Total**

**\$6,643.50**

**Grand Total**

**\$406,544.35**

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

**CM 4**

The city of Stephenson requested to change a portion of the project to a crush and shape. This area of the project is 100 percent funded by the city. The items necessary to change to the crush and shape were set up on contract modification 3 and now represent the amount needed to date. The extra cost for Material, Surplus & Unsuitable, Rem, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items on contracts completed by the engineer on previous projects.

Once construction started it was determined that, in some areas, the middle of the road contained corduroy and peat. This was missed during the design because the soil borings completed in the area were near the outside edge of the road. The engineer directed the contractor to remove the corduroy and peat. Two different pay items were used to complete this work, depending upon the depth of the removal. Where the excavation area was less than 0.5 feet deep a Type III Modified undercut was used and backfilled with recycled asphalt material. Where the excavation was deeper, a Type III undercut was used and backfilled with pit run material. The extra cost for Subgrade Undercutting, Type III and Subgrade Undercutting, Type III Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items on contracts completed by the engineer on previous projects.

Prior to starting the work on the project the contractor requested to change the hot mix asphalt (HMA) material from a C mix to an E mix. The contractor proposed to make the change at no increase in cost. The E mix material is a better material so the engineer agreed with the request. The extra cost for the new E mix items is completely offset by a reduction in the original items included on previous contract modifications. The extra cost for HMA, 4E3 and HMA, 5E3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the similar original bid items.

**CM 7**

The city requested to change a portion of the project to a crush and shape. This area of the project is 100 percent funded by the city. The items necessary to change to the crush and shape were set up on contract modification 3 and now represent the amount needed to date. The extra cost for Material, Surplus & Unsuitable, Rem, LM and Salv Crushed Material, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items on contracts completed by the engineer on previous 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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is 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:**

**100675A:** FHWA, 80.00%, (Transportation Enhancement Funds); City of Stephenson, 20.00%;

**102091A:** FHWA, 90.00%; City of Stephenson, 10.00%;

**83431A:** State Restricted Trunkline, 30.79%; City of Stephenson, 69.21%, unless otherwise noted.

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

**Risk Assessment:** This item is 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:** 49887.

54. **Extra 2009 - 19**

Control Section/Job Number: 49023-79116 MDOT Project

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

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

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

Designed By: MDOT  
Engineer's Estimate: \$2,894,480.81

Description of Project:

Deck replacement, steel repair, partial painting, and joint replacement on US-2 over Cut River and over Millecoquin River, Mackinac County.

Administrative Board Approval Date:	February 5, 2008	
Contract Date:	February 5, 2008	
Original Contract Amount:	\$3,075,998.03	
Total of Overruns/Changes (Approved to Date):	28,369.59	+ 0.92%
Total of Extras/Adjustments (Approved to Date):	165,389.51	+ 5.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>205,808.50</u></b>	<b><u>+ 6.69%</u></b>
<b>Revised Total</b>	<b><u>\$3,475,565.63</u></b>	<b>+ 12.99%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.30% over the original budget for an **Authorized to Date Amount** of \$3,269,757.13.

Approval of this extra will place the authorized status of the contract 12.99% or \$399,567.60 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7

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

**CM 7 (79116A)**

Blast Clean & Prime Faying Surface	1.000 LS @ \$55,440.00/LS	\$55,440.00
Field Repr of Damaged Coating, Special	1.000 LS @ \$1,240.00/LS	1,240.00
Struc Steel, Retrofit, Furn, Fab, Erect, Special	8,061.000 Lb @ \$18.50/Lb	<u>149,128.50</u>
<b>Total</b>		<b><u>\$205,808.50</u></b>

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

**CM 7**

After the project was awarded, it was determined that the fascia beam would not support the load of the new designed deck. The engineer discussed this with Lansing Bridge Design and it was determined that additional steel beams would be added to support the fascia beams. The new beams will run from the fascia beam to the next inside stringer. All of the extra items on this contract modification were required to complete this redesign. The extra cost for all of the items noted above was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. To determine if the cost was reasonable, the engineer compared the contractor cost to the cost that Lansing Bridge Design estimated.

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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is 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:**

**79116A:** FHWA, 80%; State Restricted Trunklines, 20%;

**100475A:** FHWA, 80%; State Restricted Trunklines, 20%, unless otherwise noted.

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

**Risk Assessment:** This item is 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:** 49760.

55. **Extra 2009 - 020**

Control Section/Job Number: 70407-84362 Local Agency Project

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

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

Contractor: Brenner Excavating, Inc.  
2841 132nd Avenue  
Hopkins, MI 49328

Designed By: FTC&H  
Engineer's Estimate: \$442,880.60

Description of Project:

0.78 miles of road reconstruction including hot mix asphalt paving, concrete curb, gutter and sidewalk, drainage structure adjustments and pavement markings on Waverly Avenue from Albee Street to east of Friant Street in the city of Grand Haven, Ottawa County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	October 31, 2007	
Original Contract Amount:	\$399,755.46	
Total of Overruns/Changes (Approved to Date):	12,252.12	+ 3.24%
Total of Extras/Adjustments (Approved to Date):	39,880.60	+ 9.96%
Total of Negative Adjustments (Approved to Date):	(21,151.87)	- 5.29%
<b>THIS REQUEST</b>	<b><u>14,841.70</u></b>	<b><u>+ 3.71%</u></b>
<b>Revised Total</b>	<b><u>\$446,228.01</u></b>	<b>+ 11.62%</b>

**Offset Information**

Total Offsets This Request	(\$3,168.60)	- 0.79%
Net Revised Request	\$11,673.10	+ 2.92%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.91% over the original budget for an **Authorized to Date Amount** of \$431,386.31.

Approval of this extra will place the authorized status of the contract 11.62% or \$46,472.55 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

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

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

<b>CM 2</b>		
HMA, 4C Adjustment	1,127.000 Ton @ \$1.80/Ton	\$2,028.60
Sidewalk Ramp, ADA – Cast Iron	200.000 Sft @ \$41.15/Sft	8,230.00
<b>Total</b>		<b><u>\$10,258.60</u></b>
 <b>CM 2 Offset Information</b>		
HMA, 4E3 Adjustment	-1,127.000 Ton @ \$1.80/Ton	(\$2,028.00)
Sidewalk Ramp, ADA	-200.00 Sft @ \$5.70/Sft	<u>(1,140.00)</u>
<b>Total</b>		<b><u>(\$3,168.60)</u></b>
 <b>CM 4</b>		
Curb and Gutter, Rem	196.500 Ft @ \$3.40/Ft	\$668.10
Driveway, Nonreinf Conc, 6 inch Special	60.610 Syd @ \$31.00/Syd	1,878.91
Sidewalk, Conc, 4 inch Adjustment	149.900 Sft @ \$0.40/Sft	59.96
Sidewalk Ramp, ADA Cast Iron	20.000 Sft @ \$41.15/Sft	823.00
Rem Curing Compound, for Spec Mrkg	87.500 Sft @ \$1.75/Sft	153.13
Water Shutoff, Adj Case 1	8.000 Ea @ 125.00/Ea	<u>1,000.00</u>
<b>Total</b>		<b><u>\$4,583.10</u></b>
 <b>Grand Total</b>		 <b><u>\$14,841.70</u></b>

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

**CM 2**

This project included a coordination clause with a project that the City of Grand Haven was letting in March of 2008. The coordination clause indicated that the road contractor would need to complete some removals in areas and then leave the area for the utility work contract. It also mentioned that some of the quantities may change due to this coordination. Once the other project was determined the engineer met with the contractor to talk about the change in quantities and items due to the utility work. Due to some of the changes in quantities the engineer agreed that some of the items should be adjusted. The hot mix asphalt (HMA) on the project was one of the items that needed to be adjusted. This was completed on contract modification 1 but the wrong item was used for the adjustment. It should have been a 4C item not a 4E3 item. The new adjustment is now set up on this contract modification. The engineer agreed that the items should be adjusted as indicated in Section 103.02.B of the 2003 Standard Specifications for Construction. The engineer agreed that the items should be adjusted to cover the contractor's increased cost due to the change in the quantities. The extra cost for HMA, 4C Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for their increased costs. The cost is completely offset by a reduction in the original adjustment, noted above.

After the project was let, the standard for Americans with Disabilities Act (ADA) requirements changed. The use of stamped domes was no longer allowed on sidewalk ramps. The engineer directed the contractor to change the domes to a cast iron dome. The extra cost for Sidewalk Ramp, ADA-Cast Iron was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The cost is partially offset by a reduction in the original item, noted above.

#### **CM 4**

Due to the coordination with the utility contract (noted above in the paragraph for contract modification 2) several other items were needed. This included the curb and gutter removal, the non-reinforced 6 inch driveway and the 4 inch concrete sidewalk. The engineer agreed that the items should be adjusted to cover the contractor's decreased cost due to the change in the quantities as indicated in Section 103.02.B of the 2003 Standard Specifications for Construction. . The extra cost for Curb and Gutter, Rem Special; Driveway, Nonreinf Conc, 6 inch Special and Sidewalk, Conc, 4 inch Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for the decreased costs. The costs were completely offset by a reduction in the original item included on contract modification 1.

The item for the cast iron sidewalk ramp was discussed on contract modification 2 and now represents the amount needed to date for the item Sidewalk Ramp, ADA Cast Iron.

The plans did not include a pay item for removing the curing compound for special pavement markings. The engineer directed the contractor to remove the curing compound. The extra cost for Rem Curing Compound, for Spec Mrkg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The plans did not include a pay item for adjusting water shut off valves. The engineer directed the contractor to adjust the shut off valves to the grade of the road. The extra cost for Water Shutoff, Adj Case 1 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items 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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is 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 Grand Haven, 18.15%, unless otherwise noted.

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

**Risk Assessment:** This item is 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:** 49417.

56. **Extra 2009 - 021**

Control Section/Job Number: 73112-88349 MDOT Project

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

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

Contractor: Midwest Bridge Company  
P O Box 40  
Williamston, MI 48895

Designed By: Parsons Transportation Group  
Engineer's Estimate: \$5,140,707.96

Description of Project:

Replacement of pot bearings at the expansion joints on I-75 over the Saginaw River in the city of Zilwaukee, Saginaw County.

Administrative Board Approval Date:	September 28, 2007	
Contract Date:	October 1, 2007	
Original Contract Amount:	\$3,285,355.59	
Total of Overruns/Changes (Approved to Date):	(557,628.66)	- 16.97%
Total of Extras/Adjustments (Approved to Date):	(148,537.90)	- 4.52%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>1,157,244.77</u></b>	<b><u>+ 35.22%</u></b>
<b>Revised Total</b>	<b><u>\$3,736,433.80</u></b>	<b>+ 13.73%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 21.49% under the original budget for an **Authorized to Date Amount** of \$2,579,189.03.

Approval of this extra will place the authorized status of the contract 13.73% or \$451,078.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-145	3 r. 1, 4	\$375,967.30	11/05/08

Contract Modification Number(s): 5 r.1, 6 r.1, 8, 9, 11, 13

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

**CM 5**

Sign, Type B, Prismatic, Furn Special	49.000 Sft @ \$14.07/Sft	\$689.43
Sign, Type B, Temp, Prismatic, Oper Special	49.000 Sft @ \$1.05/Sft	<u>51.45</u>
<b>Total</b>		<b><u>\$740.88</u></b>

<b>CM 6</b>		
Fabricated / Painted Retrofit Assembly FA		\$905,647.26
<b>Total</b>		<b><u>\$905,647.26</u></b>
<b>CM 8</b>		
Remove and Replace 350' NBd Bridge Railing	1.000 LS @ \$77,000.00/LS	\$77,000.00
<b>Total</b>		<b><u>\$77,000.00</u></b>
<b>CM 9</b>		
Labor Costs for Holiday Traffic Switch		\$14,925.75
Price Adjustment for Traffic Control Items		110,967.88
High Intensity Light, Type B, Furn	2.000 Ea @ \$78.75/Ea	157.50
High Intensity Light, Type B, Oper	2.000 Ea @ \$26.25/Ea	52.50
<b>Total</b>		<b><u>\$126,103.63</u></b>
<b>CM 11</b>		
Pavement Marking 6" Black	1,350.000 Ft @ \$2.78/Ft	\$3,753.00
<b>Total</b>		<b><u>\$3,753.00</u></b>
<b>CM 13</b>		
Minor Traffic Devices for Crossover Construction		\$12,000.00
Mobilization for Crossover Construction		32,000.00
<b>Total</b>		<b><u>\$44,000.00</u></b>
<b>Grand Total</b>		<b><u>\$1,157,244.77</u></b>

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

**Background Information**

This project involved replacing the pot bearings and expansion joints on the bridge; first on the northbound side, then on the southbound side. Traffic was detoured to I-675 while each half was closed. While completing the work, the contractor damaged some of the reinforcement on the bridge. This reinforcement was not in the location shown on the existing drawings. To repair the damaged reinforcement, MDOT had to hire a specialized design firm familiar with this type of bridge. The new design took some time to complete, so to accommodate the heavy traffic volumes during holiday weekends, MDOT directed the contractor to construct two crossovers. These would allow traffic to use the still open southbound bridge. MDOT is still reviewing the project information to determine if other entities may be responsible for the extra costs. The paragraphs below are for the extras associated with the project. One extra, contract modification 8, did not pertain to the damaged reinforcement; the other contract modifications in this extra pertain to the damaged reinforcement. One is for the actual repair and the rest deal with the traffic control.

**CM 5**

This contract modification is needed due to the damaged reinforcement and pertains to the traffic control for the project. To help some of the local business MDOT directed the contractor to install two signs that indicated the All Businesses Open at M-81 and M-13. The extra cost for the items on contract modification 5 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

**CM 6**

This contract modification is needed due to the damaged reinforcement and pertains to the repair of the damaged reinforcement and standby equipment. The engineer directed the contractor to fabricate and install an assembly to replace the damaged reinforcement. This item includes the cost to furnish, fabricate and install the assembly and the cost for standby equipment. The extra cost to furnish, fabricate and install the assembly and for Standby Equipment 09/08/08 thru 10/21/2008 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost for Fabricated / Painted Retrofit Assembly FA is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

**CM 8**

A section of bridge barrier railing on northbound I-75 was in a deteriorated condition. The engineer directed the contractor to remove and replace the section while the bridge was closed. The extra cost for removing and replacing 350' of the northbound bridge railing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The lump sum price was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

**CM 9**

This contract modification is needed due to the damaged reinforcement. It pertains to the traffic control for the project and the temporary crossovers that were constructed. The extra cost to physically construct the crossovers was included in contract modification 3. Contract modification 9 is being set up to compensate the contractor for the additional work and labor needed during the holidays to switch traffic from the northbound section of the bridge to the southbound section. The extra cost for Labor Costs for Holiday Traffic Switch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction.

The time, and equipment costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to certified payrolls and the Blue Book equipment rental rates, and negotiation per Section 103.04 of the Standard Specifications for Construction. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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 158 days 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 Price Adjustment for Traffic Control Items was determined as a contract mandated extra, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Temporary concrete barrier was used to help control traffic during the holiday weekends. When using temporary concrete barrier a high intensity light is required to be used at the end of the barrier. The extra cost for High Intensity Light, Type B, Furn and High Intensity Light, Type B, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

### **CM 11**

This contract modification is needed due to the damaged reinforcement and pertains to the traffic control for the project, specifically the pavement markings. Temporary pavement markings were needed during the traffic shift for the weekends. The engineer directed the contractor to cover the existing pavement markings with temporary black markings. The extra cost for Pavement Marking 6" Black was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

### **CM 13**

This contract modification is needed due to the damaged reinforcement and pertains to the traffic control for the project and the temporary crossovers that were constructed. The extra cost to physically construct the crossovers was included in contract modification 3 except for the cost to mobilize the equipment to complete the crossovers and the cost for minor traffic devices needed during the construction of the crossovers. To determine the cost for these items the engineer used the standard percentages used for design projects of a similar size. The engineer used 10 percent of the construction cost to determine the cost for mobilization and 5 percent for minor traffic devices. The extra cost for all of the items on contract modification 13 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its January 30, 2009, meeting, and are now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

**Funding Source:** FHWA, 79.89%; State Restricted Trunkline, 20.11%, unless otherwise noted.

**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 are 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:** 48724.

57. **Extra 2009 - 22**

Control Section/Job Number: 82022-83945 Local Agency Project

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

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

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

Designed By: DLZ Michigan, Inc.  
Engineer's Estimate: \$2,371,273.50

Description of Project:

Bridge removal and replacement along with related approach work on Antietam Avenue over Dequindre Cut in the city of Detroit, Wayne County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 8, 2007	
Original Contract Amount:	\$1,924,554.88	
Total of Overruns/Changes (Approved to Date):	289,942.85	+ 15.07%
Total of Extras/Adjustments (Approved to Date):	143,104.22	+ 7.44%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>71,185.00</u></b>	<b><u>+ 3.70%</u></b>
<b>Revised Total</b>	<b><u>\$2,428,786.95</u></b>	<b>+ 26.21%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 22.51% over the original budget for an **Authorized to Date Amount** of \$2,357,601.95.

Approval of this extra will place the authorized status of the contract 26.21% or \$504,232.07 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-171	9, 11	\$84,435.57	11/05/08
2008-190	12	\$4,725.00	12/16/08
2009-003	14	\$13,699.34	01/20/09

Contract Modification Number(s): 16

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

**CM 16 (83945A)**

Crane Mobilization (WO 4)	1.000 LS @ \$1,000.00/LS	\$1,000.00
Pile Point Steel Adj (WO 4)	25.000 Ea @ \$21.00/Ea	525.00
Pile, Steel, Furn & Driven 14" Adj (WO 4)	3,375.000 Ft @ \$20.64/Ft	69,660.00
<b>Total</b>		<b><u>\$71,185.00</u></b>

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

**CM 16**

Pre-cast concrete retaining walls exist along either side of each abutment along the Dequindre Cut greenway. The heights of the walls vary, and in various locations, wall segments have collapsed or partly collapsed for a variety of reasons. The contract indicates the walls require partial removal, as detailed on the plans, to facilitate demolition of the existing bridge and construction of the new bridge.

During demolition of the bridge, the contractor removed the existing retaining walls per plans. The retaining walls showed more deterioration than originally observed, resulting in larger segments of wall needing replacement. A plan revision for the reconstruction of the retaining wall was provided to the contractor, the investigation and plan revision delayed the work on the walls until October of 2008. Contract items will be used for some of the items; due to the delay, the new items are being set up to compensate the contractor for the increase in the price of the items.

The new item for the crane mobilization, which includes disassembling it and reassembling it, is being set up to compensate the contractor to move the crane to each of the 4 locations it is needed. The extra cost for Crane Mobilization (WO 4); Pile Point Steel Adj (WO 4) and Pile, Steel, Furn & Driven 14" Adj (WO 4) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for their increased costs.

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 January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

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

**Funding Source:** FHWA, 79.51%; State Restricted Trunkline, 14.90%; City of Detroit, 5.59%, unless otherwise noted.

**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 are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 48207.

58. **Extra 2009 - 023**

Control Section/Job Number: 82062-59881 MDOT Project

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

State Transportation Commission - This project exceeds the 10% limit for reviewing extras and has at least one extra that exceeds the \$250,000 limit for reviewing extras.

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

Designed By: Orchard, Hiltz & McCliment, Inc.  
Engineer's Estimate: \$17,801,817.81

Description of Project:

3.3 km of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	177,719.31	+ 1.03%
Total of Extras/Adjustments (Approved to Date):	3,878,510.19	+ 22.57%
Total of Negative Adjustments (Approved to Date):	(92,177.33)	- 0.54%
<b>THIS REQUEST</b>	<b><u>2,092,421.39</u></b>	<b>+ 12.18%</b>
<b>Revised Total</b>	<b><u>\$23,241,251.15</u></b>	<b>+ 35.24%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.06% over the original budget for an **Authorized to Date Amount** of \$21,148,829.76.

Approval of this extra will place the authorized status of the contract 35.24% or \$6,056,473.56 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
2006-070	34, 35	\$170,690.01	06/06/06
2003-113	36	\$17,639.45	09/05/06
2006-161	37	\$19,660.65	11/07/06
2007-16	42, 43	\$118,487.95	02/06/07
2007-122	50	\$260,000.00	09/04/07
2007-147	46	\$125,796.55	10/02/07

Contract Modification Number(s): 51 r. 1, 56, 58

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

**CM 51**

Adjustment for Temp Traffic Control Devices

\$1,084,311.95

**Total**

**\$1,084,311.95**

**CM 56**

2006 Delay Costs

\$847,867.62

**Total**

**\$847,867.62**

**CM 58**

Extra-Damaged Lights Class II Replacements	13.000 Ea @ \$15.00/Ea	\$195.00
Temporary NR Paint 600mm Stop Bar	430.700 m @ \$15.66/m	6,744.76
Water Main Utility Conflicts Force Account Budget		32,997.72
Sewer Bulkhead, 300mm	11.000 ea @ \$200.00/ea	2,200.00
Sidewalk, Conc, 100mm Coloring	127.220 m2 @ \$66.82/m2	8,502.11
Rem, Exc, Grade and Place Composite Pavt	39.300 m2 @ \$145.15/m2	5,704.40
Comerica Style Streetlight Pole Only	1.000 Ea @ \$2,567.21/Ea	2,567.21
Repair Damaged Comerica Streetlight – Bracket Arm and Luminaire		3,597.29
Replace Damaged Comerica Streetlight Pole-Skirt Section		3,138.59
Saw Cut, Full Depth, Existing Pavement	3,292.000m@\$19.45/m	64,029.40
Conduit, DB, 2, 75mm	230.750 m @ \$51.96/m	11,989.77
21 AA Backfill, Furnish, Place and Compact	350.480 m3 @ \$27.75/m3	9,725.82
Corduroy, Rem	97.250 m @ \$91.00/m	8,849.75

**Total**

**\$160,241.82**

**Grand Total**

**\$2,092,421.39**

**Reason(s) for Extra(s)/Adjustment(s):****Project Delay Information:**

This project had several items that delayed the work. In total the engineer has granted time extensions totaling 232 days. This pushed the completion of the project from December 20, 2005 to October 9, 2006, when you include the 60 days for seasonal suspension. The major delays to the project included were due to the following:

- After the project was awarded, SBC had not completed relocating all of their facilities within the project limits. This delayed the start of the project 51 days. SBC is being billed for the cost associated with this delay. Below you will see that 22 percent of delay costs are being paid by SBC.
- The City of Detroit prohibited MDOT from allowing the contractor to work through the winter months in 2004/2005 to try to bring the project back on schedule. Originally the contractor planned to work through the 2004/2005 winter season to make up for the SBC delay, but couldn't because of the City's request to shut down the project for the winter. This contributed to the project being extended into the 2006 construction season.
- The streetlights were upgraded to use Comerica ornamental streetlights. The streetlight design, approval, order and delivery of materials all impacted the work schedule and extra costs to the project
- Numerous encounters with underground utilities, obstacles and obstructions that were not shown on the plans and therefore could not be attributed to the contractor. Since these were not known about ahead of time the utility companies could not be held responsible for the delay as long as they corrected the conflict in a reasonable time once it was encountered.
- Extra work that was performed by the contractor to repair and/or relocate existing watermain and services that were not accurately shown on the plans. The extra work was required due to conflicts with the new construction.

**CM 51**

This project included the special provision for Price Adjustments for Temporary Traffic Control during Authorized Extensions of Time. These provisions require 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 232 calendar days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time period. A contract adjustment was calculated per the special provision listed above. Therefore, the cost for Adjustment for Temp Traffic Control Devices was determined as a contract mandated extra cost, per the formula in the special provision. SBC will be paying 22 percent of the cost for this item their total will be \$238,548.63.

**CM 56**

As noted, the project was delayed beyond the contractor's control. The contractor indicated this delay was a significant change in the work as indicated in Section 103.02.C 1996 Standard Specifications for Construction and requested that an adjustment for the items of work was needed. The engineer agreed that the items should be adjusted. The contractor submitted documentation of their increase in labor, material and equipment cost. The engineer reviewed the information and determined the increase in cost is supported by the project documentation. The adjustment cost for 2006 Delay Costs was negotiated per Section 103.03 of the 1996 Standard Specifications for Construction. The costs were determined reasonable based on the review of the documentation submitted for the increased cost. SBC will be paying 22 percent of the cost for this item their total will be \$186,530.87.

**CM 58**

Section 812.04 of the 1996 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. Lights on plastic drums are used to direct and control traffic in the work zone and are sometimes damaged by passing motorists. The extra work item Extra – Damaged Lights Class II Replacements will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15. This item was originally set up on contract modification 2 and now represents the amount needed to complete the project.

The plans did not include temporary stop bars for the existing traffic signals at intersections throughout the project limits. The engineer directed the contractor to place the stop bars at the signals during the maintenance of traffic over the winters of 2004/2005 and 2005/2006 . This item was originally set up on contract modification 10 and now represents the amount needed to complete the project. The extra cost for Temporary NR Paint 600mm Stop Bar was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Additional water main work was required during construction operations. The contractor was directed to repair water main leaks and re-route water main or other utilities to avoid conflicts not shown in the plans. Part of the extra cost has been established as 100 percent funded by the city of Detroit, on this contract modification that portion equates to \$24,706.19. The extra water main work will be partially funded with federal funds when the work involves avoiding utility conflicts or water main redesign because of road work. The extra work will be paid with 100 percent city of Detroit funds when work is required on the existing water main system for upgrades or non-road-work related issues. This item was previously set up on contract modification 22 and now represents the amount needed to complete the project. The extra item Water Main Utility Conflicts, Force Account Budget will establish a budget for all of this extra work. The final extra cost for Water Main Utility Conflicts, Force Account Budget will be based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to bulkhead existing sewers not shown on the project plans that were damaged during construction operations. This item was originally set up on contract modification 26 and now represents the amount needed to date. The extra cost for Sewer Bulkhead, 300mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar bid items.

The contractor was directed to place colored sidewalk in the greenway between the back of curb and the new project sidewalk. This area was intended to be grass but was enhanced with colored sidewalk as part of a \$1.5 million enhancement grant authorized by MDOT and the FHWA. The TSC believed the enhancement grant work could be added directly to the project, but it was later determined that this option was not available. The enhancement work was then incorporated into the project without federal funds in order to coordinate the work with the main roadway project and eliminate the need to remove and replace facilities the following year. The FHWA has provided approval for this portion of the additional enhancement work to be partially funded with federal funds under the main project category. This item was originally set up on contract modification 28 and now represents the amount needed to complete the project. The extra cost for Sidewalk, Conc, 100 mm Coloring was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items and other projects in the region.

Three existing commercial driveways were found to contain composite pavement. The engineer directed the contractor to remove and replace the driveways using a composite pavement so that they would fit in with the new roadway grades. The extra cost for Rem, Exc, Grade and Place Composite Pavt was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Several of the new Comerica style streetlights were damaged by traffic during the project. The damage occurred during non-working hours so the cause of the damage could not be determined. The engineer checked with the city police department and they did not have any records of accidents happening in the area. The engineer directed the contractor to fix the lights. The extra cost for Comerica Style Streetlight Pole Only; Repair Damaged Comerica Streetlight – Bracket Arm and Luminaire and Replace Damaged Comerica Streetlight Pole-Skirt Section was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items of work in the contract.

Due to the delays in the project, a temporary transition was needed from the completed pavement to the existing pavement to open the entire roadway during the winter suspension period in 2005. To complete this transition the existing pavement needed to be sawcut and removed. The engineer directed the contractor to complete the sawcut the entire length of the project. The extra cost for Saw Cut, Full Depth, Existing Pavement was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

To complete the installation of the Comerica style streetlights that were added to the project it was necessary to run conduit for the lights. The engineer directed the contractor to install the conduit. The extra cost for Conduit, DB, 2, 75mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

While completing the pavement reconstruction corduroy was found under the existing pavement between station 6+476 and 6+385 to a depth of about 1.16 meters. The engineer directed the contractor to remove the corduroy and replace it with 21 AA aggregate. The extra cost for 21 AA Backfill, Furnish, Place and Compact and Corduroy, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in the contract and MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its January 30 2009 meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

**Funding Source:** FHWA, 71.31%; City of Dearborn, 1.10%; Detroit Edison, 0.13%; City of Detroit 13.23%; SBC Communications, 0.10 %, State Restricted Trunkline, 14.13%, unless otherwise noted.

**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.

59. **Extra 2009 - 024**

Control Section/Job Number: 82192-51514 MDOT Project

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

State Transportation Commission: Does not meet criteria.

Contractor: Posen Construction, Inc.  
50500 Design Lane  
Shelby Twp., MI 48315

Designed By: Wilcox Professional Services, LLC  
Engineer's Estimate: \$9,676,283.55

Description of Project:

Two bridge replacements, two superstructure replacements, and approach work on M-39 under Rotunda Avenue, under Paul Avenue, under Warren Avenue, and under Tireman Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	October 20, 2005	
Original Contract Amount:	\$9,038,700.67	
Total of Overruns/Changes (Approved to Date):	46,195.88	+ 0.51%
Total of Extras/Adjustments (Approved to Date):	882,323.90	+ 9.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>3,806.65</u></b>	<b><u>+ 0.04%</u></b>
<b>Revised Total</b>	<b><u>\$9,971,027.10</u></b>	<b>+ 10.31%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.27% over the original budget for an **Authorized to Date Amount** of \$9,967,220.45.

Approval of this extra will place the authorized status of the contract 10.31% or \$932,326.43 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-035	6 r. 3	\$500,000.00	03/06/07
2007-092	11	\$200,000.00	07/03/07
2007-130	12	\$1,075.00	09/04/07
2008-001	15	\$4,400.00	01/15/08

Contract Modification Number(s): 20 r. 1

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

**CM 20 (51514A)**

Extra-Rem Pavt Marking +6” Width	1,241.000 Ft @ \$0.50/Ft	\$620.50
Rem Spec Mrkg Extra – Rem Marking Spec	1,931.000 Sft @ \$1.65/Sft	<u>3,186.15</u>
<b>Total</b>		<b><u>\$3,806.65</u></b>

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

**CM 20**

The project was not originally set up with a removal item for the special markings or the pavement markings wider than six inches. The engineer directed the contractor to remove the markings so they would not conflict with temporary pavement markings for the maintenance of traffic. These items were originally set up on contract modification 12 and now represent the amount needed to date. The extra costs for Extra-Rem Pavt Marking + 6” Width and Extra-Rem Spec Marking were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT’s Average Unit Price Index.

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 on February 3, 2009.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**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:**

**51514A:** FHWA, 80.00%; State Restricted Trunkline, 17.61%; City of Detroit, 2.39%.

**60335A:** FHWA, 81.85%; State Restricted Trunkline, 15.98%; City of Detroit, 2.17%.

**60512A:** FHWA, 80.00%; State Restricted Trunkline, 17.62%; City of Detroit, 1.40%; City of Dearborn, 0.98%.

**79095A:** FHWA, 80.00%; State Restricted Trunkline, 17.57%; City of Dearborn, 2.43%, unless otherwise noted.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48223.

60. **Extra 2009 - 025**

Control Section/Job Number: 82195-79177 MDOT Project

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

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

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

Designed By: Alfred Benesch & Company  
Engineer's Estimate: \$3,383,488.93

Description of Project:

0.29 miles of hot mix asphalt cold milling and resurfacing, reconstruct concrete approaches on M-1 (Woodward Avenue) from Adams Avenue to Sibley Street and structure rehabilitation on M-1 (Woodward Avenue) over I-75 in the city of Detroit, Wayne County.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$3,760,495.66	
Total of Overruns/Changes (Approved to Date):	28,425.93	+ 0.76%
Total of Extras/Adjustments (Approved to Date):	622,046.54	+ 16.54%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>59,691.85</u></b>	<b><u>+ 1.59%</u></b>
<b>Revised Total</b>	<b><u>\$4,470,659.98</u></b>	<b>+ 18.89%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.30% over the original budget for an **Authorized to Date Amount** of \$4,410,968.13.

Approval of this extra will place the authorized status of the contract 18.89% or \$710,164.32 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-154	9 r. 1	\$490,818.28	11/06/07
2008-026	16 r. 1	\$43,350.03	02/05/08

Contract Modification Number(s): 21, 23

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

**CM 21 (79177A)**

Abutment "A" Repairs	\$20,078.44
Atsalis Bro. Painting Labor and Mat'l Cost Increase	4,134.72
Korneffel Increased Material Costs	15,520.00
Repair Leaking Hydrant	1,890.00
Roadway Repair	<u>14,900.72</u>
<b>Total</b>	<b><u>\$56,523.88</u></b>

**CM 23 (79177A)**

Force Account Budget (Pre-Stage Electrical Work)	\$2,921.88
Dr Structure, Adj, Add Depth	1.170 Ft @ \$210.33/Ft <u>246.09</u>
<b>Total</b>	<b><u>\$3,167.97</u></b>

**Grand Total**

**\$59,691.85**

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

**CM 21**

The engineer directed the contractor to place a six inch saw cut at abutment A on the Woodward Avenue Bridge over I-75 (S25) to create a ledge to stabilize a large substructure repair that had to be placed at the abutment. This work was originally set up on contract modification 16 and now represents the amount needed to date. Some chipping and patching work, approximately \$1,500, was set up on the abutment that will be a slight offset when the project is balanced. The extra cost for Abutment "A" Repairs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

MDOT directed the contractor to suspend work in the fall of 2006 due to several reasons: a conflict with the stage one electrical work and the existing electrical utility's location; a delay in the project's award because the low bid exceeded the engineer's estimate by over 10 percent; as well as suspension of the project during the Detroit Thanksgiving Day Parade. The suspension of work was ordered for reasons not provided in the contract and not a fault of the contractor. This item is being set up to compensate the contractor for increased cost in both labor and materials. The extra cost for Atsalis Bro. Painting Labor and Mat'l Cost Increase is based on records per Section 109.03 of the 2003 Standard Specifications for Construction. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

Due to the same delays noted above, the prime contractor also had an increase in cost. This item is being set up to compensate the contractor for increased cost in both labor and materials. The extra cost for Korneffel Increased Material Cost is based on records per Section 109.03 of the 2003 Standard Specifications for Construction.

A leaking fire hydrant was found at the corner of M-1 and I-75. The engineer directed the contractor to repair the fire hydrant to keep the subgrade from becoming saturated. The extra cost for Repair Leaking Hydrant is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

This item is being set up to compensate the contractor for two items. One is to inspect and identify an unknown structure at the intersection of Montcalm and Woodward Avenue. The second item was to repair a sewer pipe and the roadway on Woodward Avenue. The extra cost for Roadway Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

### **CM 23**

Prior to starting work on the project, it was determined that the existing electrical duct bank was in a different location than shown on the plans. The location would not allow the construction to be performed in the manner shown on the staging plans. To mitigate the additional costs to accelerate the work due to these differing site conditions, the engineer decided to start the electrical work prior to the road construction. By completing this work prior to all the other work, the stage II electrical work can be eliminated. The reduction for this was noted on contract modification 9. This work was set up on a previous contract modification and now represents the amount needed to date. The extra cost for Force Account Budget (Pre-Stage Electrical Work) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer determined that the drainage structures would need to be adjusted an additional amount. The engineer directed the contractor to complete the work. This item was set up on a previous contract modification and now represents the amount needed to date. 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 similar items in MDOT's Average Unit Prices.

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 January 30, 2009 meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**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, 17.54%; City of Detroit, 2.46%, unless otherwise noted.

**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:** 48211.

61. **Extra 2009 - 026**

Control Section/Job Number: 82457-52174 Local Agency Project

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

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

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

Designed By: Spalding DeDecker Associates, Inc.  
Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 km of railroad grade separation and concrete pavement reconstruction, drainage improvements, water main relocations, pump house construction, 2 span steel I beam bridge and pavement markings on Sheldon Road from 120 m south of Nantucket to 100 m north of M-14 overpass in the city of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	113,059.25	+ 1.11%
Total of Extras/Adjustments (Approved to Date):	2,765,427.00	+ 27.19%
Total of Negative Adjustments (Approved to Date):	(3,285.00)	- 0.03%
<b>THIS REQUEST</b>	<b><u>463,836.34</u></b>	<b><u>+ 4.56%</u></b>
<b>Revised Total</b>	<b><u>\$13,509,425.51</u></b>	<b>+ 32.83%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 28.27% over the original budget for an **Authorized to Date Amount** of \$13,045,589.17.

Approval of this extra will place the authorized status of the contract 32.83% or \$3,339,037.59 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-85	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07
2008-113	12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21	\$160,381.83	08/05/08
2008-131	33	\$1,392,435.00	09/02/08
2008-138	23, 25, 26, 27, 28, 29, 31	\$373,605.80	09/02/08
2008-170	22, 30, 32, 34	\$39,358.15	11/05/08

Contract Modification Number(s): 35 r. 2, 36 r. 1

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

**CM 35**

Outlet Ditch – Extra		\$458,411.34
<b>Total</b>		<b><u>\$458,411.34</u></b>

**CM 36**

6" Pump, Supply – Extra	2.000 Ea @ \$2,712.50/Ea	\$5,425.00
<b>Total</b>		<b><u>\$5,425.00</u></b>

<b>Grand Total</b>		<b><u>\$463,836.34</u></b>
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**Reason(s) for Extra(s)/Adjustment(s):**

**CM 35**

The current ditch along M-14 did not have sufficient capacity or the required cross section to handle the amount of water that will be generated during storm events. The contractor was directed to reconstruct the ditch, south of M-14 east of Sheldon, to serve as an outlet for the water from the project's newly constructed pump station. The ditch was poorly maintained, too shallow, with trees and other vegetation that would reduce the flow capacity.

The Contractor will complete all work associated with the construction of the 1,800 foot pump house outlet ditch, along M-14, as described in the plans previously supplied to the contractor. The work includes 14,400 square feet sheet pile, made necessary by the need to protect adjacent private property from flooding, and give the ditch an artificial bank to increase its capacity. The cost also includes all necessary clearing and grubbing, the earth excavation and embankment necessary to bring the ditch to the required grades and cross section, topsoil, sodding, and high velocity mulch blankets, heavy riprap, and moving any interfering fencing. The cost did not include tree removals, which will be paid using contract items for actual quantity of various-sized trees, with stumps, removed.

A lump sum extra was established by negotiating with the contractor, using a cost breakdown for the individual items, and the design computations for quantities as a guide. The extra cost for Outlet Ditch - Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar individual items in MDOT's Average Unit Price Index.

**CM 36**

During the construction of the 900mm water main, a portion of the existing storm sewer had to be temporarily taken out of service, as the new water main crossed it at an angle and at approximately the same elevation. The existing storm sewer was to be reconnected as soon as the water main was tied in.

However, it was then discovered that the proposed water main did not line up with the existing water main per the plans, and that an additional piece of specially constructed water main was required to complete the work. The engineer directed the contractor to supply and operate 2 6 inch pumps to maintain the existing storm drainage and to avoid any possible flooding during the delay of completing the 900mm water main for approximately 2 weeks. The extra cost for 6" Pump Supply - Extra is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its January 30, 2009, meeting, and are now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are 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, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%; unless otherwise noted.

**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 are 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:** 48170.

### OVERRUNS

62. **Overrun 2009 - 01**

Control Section/Job Number: 11053-87803 MDOT Project

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

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

Contractor: Midwest Bridge Company  
P O Box 40  
Williamston, MI 48895

Designed By: MDOT  
Engineer's Estimate: \$159,626.35

Description of Project:

MIOSHA maintenance railing upgrades, structural steel repairs, partial painting and scour countermeasures on M-63 over the St. Joseph River in the city of St. Joseph, Berrien County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	September 14, 2007	
Original Contract Amount:	\$167,144.46	
Total of Overruns/Changes (Approved to Date):	16,714.45	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	(7,000.00)	- 4.19%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>14,868.75</u></b>	<b>+ <u>8.90%</u></b>
<b>Revised Total</b>	<b><u>\$191,727.66</u></b>	<b>+ 14.71%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.81% over the original budget for an **Authorized to Date Amount** of \$176,858.91.

Approval of this overrun will place the authorized status of the contract 14.71% or \$24,583.20 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:

Structural Steel, Mixed, Erected	2,225.000 Lb @ \$3.75/Lb	\$8,343.75
Structural Steel Mixed, Furn and Fab	2,175.000 Lb @ \$3.00/Lb	<u>6,525.00</u>
<b>Total</b>		<b><u>\$14,868.75</u></b>

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

The project was reviewed by MDOT’s Occupational Safety Advisor and they determined that additional railings needed to be installed to eliminate potential fall hazards. This caused an overrun in the original bid items Structural Steel, Mixed, Erected and Structural Steel Mixed, Furn and Fab.

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 January 30, 2009, meeting and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**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%, unless otherwise noted.

**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:** 49085.

63. **Overrun 2009 - 02**

Control Section/Job Number: 33555-59626 Local Agency Project

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

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

Contractor: Michigan Paving and Materials Co.  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: Local Agency  
Engineer's Estimate: \$677,908.00

Description of Project:

4.00 miles of road rehabilitation and widening including grading, minor drainage improvements, guardrail replacement, hot mix asphalt paving, pavement markings and slope restoration on Howell Road from Meridian Road to Williamston Road, Ingham County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 8, 2007	
Original Contract Amount:	\$661,000.00	
Total of Overruns/Changes (Approved to Date):	66,100.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,928.00	+ 0.59%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>48,827.00</u></b>	<b>+ <u>7.39%</u></b>
<b>Revised Total</b>	<b><u>\$779,855.00</u></b>	<b>+ 17.98%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.59% over the original budget for an **Authorized to Date Amount** of \$731,028.00.

Approval of this overrun will place the authorized status of the contract 17.98% or \$118,855.00 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

HMA, 13A	1,244.00 Ton @ \$39.25/Ton	<u>\$48,827.00</u>
<b>Total</b>		<b><u>\$48,827.00</u></b>

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

Due to the existing cross slope of the road, additional HMA, 13A material was needed to provide the as designed cross slope. This caused an overrun in the original bid item HMA, 13A.

This 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 January 30, 2009 meeting, and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80%, Ingham County, 20%, unless otherwise noted.

**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:** 48819.

64. **Overrun 2009 - 03**

Control Section/Job Number: 41029-87395 MDOT Project

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

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

Contractor: J. Ranck Electric, Inc.  
1993 Gover Parkway  
Mt. Pleasant, MI 48858

Designed By: MDOT  
Engineer's Estimate: \$261,494.51

Description of Project:

Replacement of existing freeway lighting at the I-196/M-11 interchange in the city of Grandville, Kent County.

Administrative Board Approval Date:	November 6, 2007	
Contract Date:	November 8, 2007	
Original Contract Amount:	\$230,049.48	
Total of Overruns/Changes (Approved to Date):	23,004.95	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,143.56	+ 1.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>27,693.00</u></b>	<b>+ <u>12.04%</u></b>
<b>Revised Total</b>	<b><u>\$283,890.99</u></b>	<b>+ 23.41%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.37% over the original budget for an **Authorized to Date Amount** of \$256,197.99.

Approval of this overrun will place the authorized status of the contract 23.41% or \$53,841.51 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Conduit, Directional Bore, 3 inch	1,810.00 Ft @ \$15.30/Ft	<u>\$27,693.00</u>
<b>Total</b>		<b><u>\$27,693.00</u></b>

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

The slopes in the areas of conduit placement were too steep to trench by traditional methods. The engineer directed the contractor to use directional boring for most of these areas in addition to the areas that were originally set up for directional boring in the plans. This caused an overrun in the original bid item Conduit, Directional Bore, 3 inch. The increase of this item is partially offset by the decreased quantity to the item of Conduit, Schedule 40, 3 inch.

This Overrun was recommended for approval by the State Transportation Commission at its January 30, 2009, meeting and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**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, 90%; State Restricted Trunkline, 10%, unless otherwise noted.

**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:** 48858, 49418.

65. **Overrun 2009 - 04**

Control Section/Job Number: 78013-84062 MDOT Project

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

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

Contractor: Michigan Paving and Materials Co.  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: MDOT  
Engineer's Estimate: \$58,398.14

Description of Project:

0.02 miles of hot mix asphalt paving, site grading, ditching, infiltration pond construction, and median crossover construction at the existing carpool parking lot on US-131 north of M-216, St. Joseph County.

Administrative Board Approval Date:	November 6, 2007	
Contract Date:	December 11, 2007	
Original Contract Amount:	\$64,699.53	
Total of Overruns/Changes (Approved to Date):	6,469.95	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>4,100.79</u></b>	<b>+ <u>6.34%</u></b>
<b>Revised Total</b>	<b><u>\$75,270.27</u></b>	<b>+ 16.34%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$71,169.48.

Approval of this overrun will place the authorized status of the contract 16.34% or \$10,570.74 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

Aggregate Base 8"	139.000 Syd @ \$6.59/Syd	\$916.01
Slope Restoration, Type B	1,102.00 Syd @ \$2.89/Syd	<u>3,184.78</u>
<b>Total</b>		<b><u>\$4,100.79</u></b>

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

The original quantity of aggregate base and slope restoration was not enough to correctly build the project. The engineer directed the contractor to provide a sufficient amount of aggregate base to complete the project. The engineer also directed the contractor to restore the slopes to avoid future erosion. This caused an overrun in the original bid items Aggregate Base 8” and Slope Restoration, Type B.

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 January 30, 2009, meeting and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**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%, unless otherwise noted.

**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:** 49093.

66. **Overrun 2009 - 05**

Control Section/Job Number: 38017-86425 Local Agency Project

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

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

Contractor: J. Slagter & Son Construction Co.  
1326 142nd Avenue  
Wayland, MI 49348

Designed By: Local Agency  
Engineer’s Estimate: \$543,356.90

Description of Project:

Remove existing structure, construction of a prestressed concrete box beam bridge, and related approach work on Draper Road over the Grand River, Jackson County.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	July 6, 2007	
Original Contract Amount:	\$559,314.07	
Total of Overruns/Changes (Approved to Date):	55,931.41	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,737.50	+ 1.03%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>77,005.50</u></b>	<b>+ <u>13.77%</u></b>
<b>Revised Total</b>	<b><u>\$697,988.48</u></b>	<b>+ 24.80%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.03% over the original budget for an **Authorized to Date Amount** of \$620,982.98.

Approval of this overrun will place the authorized status of the contract 24.80% or \$138,674.41 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:

Backfill, Swamp	3,237.000 Cyd @ \$11.50/Cyd	\$37,225.50
Steel Sheet Piling, Temp	2,210.000 Cyd @ \$18.00/Cyd	39,780.00
<b>Total</b>		<b><u>\$77,005.50</u></b>

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

The project originally included excavating peat and replacing the first two feet excavated with granular material. Then, on top of the granular material would be embankment material from the site. Once excavation started it was determined that, due to a high water table, only granular material should be used for backfill and the engineer directed the contractor to use only granular material. This caused an overrun in the original bid item Backfill, Swamp.

The depth of water in the river required additional steel sheet piling. The engineer directed the contractor to use the additional material, causing an overrun in the original bid item Steel Sheet Piling, Temp.

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 January 30, 2009, meeting and is now recommended for approval by the State Administrative Board on February 3, 2009.

**Criticality:** This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80.00%; State Restricted Trunkline, 15.00%; Jackson County, 5.00%, unless otherwise noted.

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

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

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

**Zip Codes:** 49201.

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 October 31, 2006.

Respectfully submitted,

*Authorized Signature on File*  
*January 21, 2009*

Kirk T. Steudle  
Director

## SUPPLEMENTAL AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 28, 2009 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: February 3, 2009 - Lake Superior Room,  
1st 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.

### CONTRACTS

1. \*HIGHWAYS (Real Estate) – Conditional Option to Purchase

Contract (2009-0144) between MDOT and Bridgeview Hotel Associates, Limited Partnership (Bridgeview), will provide for Bridgeview to purchase property from MDOT (the Knights Inn Property), in an advance acquisition for the proposed Blue Water Bridge Plaza Reconstruction Project. If the Blue Water Bridge Plaza Reconstruction Project becomes an approved and funded project, the current access to a Bob Evans Restaurant and a marina may need to be utilized for the construction project; therefore, an easement for a portion of the Knights Inn Property has been granted to provide future access to the two properties, if necessary.

The property to be acquired by MDOT (Holiday Inn Express Property) is located in the City of Port Huron, St. Clair County, Michigan. Parcel 8176 contains approximately 3.5 acres, is owned by Bridgeview and is improved with an operating Holiday Inn Express hotel. In the event that the Blue Water Bridge Plaza Reconstruction Project becomes an approved and funded project and MDOT makes an offer to purchase the Holiday Inn Express Property, the two parties will exercise this Conditional Option to Purchase.

Bridgeview will pay a \$16,000 option fee and enter into a Protective Maintenance Use Agreement as consideration for this agreement. The option fee is based on a calculation of one percent of the \$1.6 million acquisition cost of the Knights Inn Property previously purchased by MDOT. If Bridgeview exercises the Conditional Option to Purchase, the \$16,000 option fee will be credited toward the purchase of the property. If Bridgeview does not exercise the Conditional Option to Purchase, the \$16,000 option fee will be retained by MDOT. The value of the Knights Inn Property and the value of the Holiday Inn Express Property will be determined by MDOT approved appraisals at such time as the Conditional Option to Purchase is exercised. The option will be in effect from the date of award through five years. This is a revenue contract; MDOT will be paid an estimated \$16,000.

**Criticality:** If the Blue Water Bridge Plaza Reconstruction Project becomes an approved and funded project, and it becomes necessary for MDOT to purchase the Holiday Inn Express Property, this agreement will facilitate the process to relocate the Holiday Inn Express hotel.

**Purpose/Business Case:** To provide for Bridgeview to pursue development plans for a replacement property in the event that MDOT finds it necessary to acquire the Holiday Inn Express Property.

**Benefit:** MDOT benefits by utilizing excess property to expedite a complex relocation. This agreement will also benefit MDOT by virtue of the Protective Maintenance Use Agreement.

**Funding Source:** No special funding source is required for this exchange.

**Commitment Level:** The agreement will only be exercised in the event that MDOT makes an offer to purchase the Holiday Inn Express Property.

**Risk Assessment:** A delay in the approval of this agreement would subsequently delay the Blue Water Bridge Plaza Reconstruction Project if the project moves forward.

**Cost Reduction:** There are no special costs involved with this conditional option.

**Selection:** N/A.

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

**Zip Code:** 48060.

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 item on this agenda.

The approval by the State Administrative Board of this contract 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 contract described in this agenda and authorize its 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 October 31, 2006.

Respectfully submitted,

*Authorized Signature on File*  
*January 28, 2009*

Kirk T. Steudle  
Director

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Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of January 28, 2009. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting held January 28, 2009, be approved and adopted with Item 55 of the regular Transportation withdrawn by the Department of Transportation at the State Administrative Board meeting on February 3, 2009. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. Wolenberg moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Liedel adjourned the meeting.

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SECRETARY

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CHAIRPERSON