

# APPROVED

March 16, 2010

Michigan State  
Administrative Board

Lansing, Michigan

March 2, 2010

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, March 2, 2010, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm, Chairperson  
Gary Owen, Policy Advisor, representing John D. Cherry, Jr., Lt. Governor  
Brian DeBano, Chief of Staff, 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  
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation  
Sherry Bond, Secretary

Others Present:

Janet Rouse, Department of Management and Budget; Jean Ingersoll, Marsha Norder, Department of Transportation; Joe Fielek, Department of Treasury; James Bliss, Dickinson, Wright

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:

Ms. Wolenberg moved that the minutes of the regular meeting of February 16, 2010, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

NONE

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



# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

February 23, 2010 / March 2, 2010  
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.

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

1. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, VARIOUS MICHIGAN LOCATIONS - Michigan Land Bank Fast Track Authority (MLBFTA) Properties – Demolition  
File No. 641/09317.IJH - Index No. 07204  
That the contract for professional services with Contracting Resources, Inc. Brighton, Michigan, be increased \$435,000.00 on a per-demolished house basis, plus an hourly/direct payroll basis, plus allowable reimbursable expenses, to provide additional professional demolition facilitation services (Design and Construction Consultant Services) for utility shutoffs, permits and other clearances necessary to demolish additional Michigan Land Bank Fast Track Authority (MLBFTA) properties. The Land Bank has also requested the addition of property maintenance services.

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

The purpose of this modification is to provide professional hazardous materials investigation, title research, property investigation, and demolition oversight for additional MLBFTA properties to be demolished, and property maintenance services on MLBFTA properties being marketed for sale and redevelopment. This work will ensure that the properties are owned by the State, protect the health of demolition workers and neighboring residents, and will allow for future redevelopment. Property maintenance services will secure properties against vandalism and assist in marketing properties for sale or redevelopment.

#### **Benefit**

The State will benefit by obtaining permits, shutoffs, clearances, investigation, approvals and other services required to comply with Federal regulations and permit requirements for the demolition of several hundred blighted and abandoned residences owned by the State of Michigan.

#### **Funding Source**

100% Federal Neighborhood Stabilization Program funding

#### **Commitment**

The professional services contract and modification will be paid on a per-demolished house basis plus reimbursable expenses for sub-consultants, and an hourly/direct

payroll basis for additional services. The amount of the contract is within the authorized budget.

**Risk Assessment**

Failure to approve this modification will result in an inability to demolish blighted state-owned properties with Federal funds.

**Zip Code**

Various

**REVISIONS TO CONSTRUCTION CONTRACTS**

2. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT,  
MUSKEGON - Zephyr Naph Sol Refinery Site - Installation and Operation of  
Groundwater and Free Product  
File No. 761/98333.AGY - Index No. 44901  
Superior Environmental Corporation, Marne; CCO No. 19, Incr. \$68,303.26

**Purpose/Business Case**

The purpose of this change order is to modify the existing system to ensure capture of free product, treat the groundwater, and provide survey services. These changes are required to comply with the National Pollutant Discharge Elimination System (NPDES) permit requirements and to evaluate the performance of the remediation system.

**Benefit**

The State will benefit by complying with environmental regulations and protect the environment.

**Funding Source**

100% Clean Michigan Initiative 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 approve this change order will result in violation of the discharge permit and the potential shut-down of the groundwater treatment system.

**Zip Code**

49443

**LEASE FOR PRIVATE PROPERTY**

3. DEPARTMENT OF ENERGY, LABOR, ECONOMIC GROWTH, MARQUETTE -  
Renewal of Lease #2113 with American TV and Appliance of Madison, Inc., a  
Wisconsin Corporation, 2404 W. Beltline Highway, Madison, Wisconsin 53713, as  
Lessor, and the State of Michigan by the Department of Management and  
Budget for the Department of Energy, Labor and Economic Growth, as Lessee,  
for 2,497 square feet of office space located at 2833 US 41 West, Marquette,  
Michigan 49855. The Lease is effective upon obtaining State Administrative  
Board approval and required signatures. The annual per square foot rental rate  
for this space beginning February 1, 2010, is \$10.46 (\$2,177 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 \$11.27 (\$2,345 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 Department has utilized this space since 1986 as the Upper Penninsula Regional Problem Resolution office and it continues to meet program needs.

**Benefit**

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

**Funding Source**

100% Federal 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 possibly bring about increased costs if they are forced to relocate.

**Zip Code**

49855

4. DEPARTMENT OF HUMAN SERVICES, KALKASKA - Renewal of Lease #2435 with the County of Kalkaska, a Michigan Municipal Corporation, 605 North Birch Street, Kalkaska, Michigan 49646, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 7,719 square feet of office space located at 503 North Birch Street, Kalkaska, Michigan 49646. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning April 1, 2010, is \$8.76 (\$5,634 per month). This is a full service Lease. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$9.76 (\$6,278 per month) for the first option and an annual per square foot rental rate of \$10.76 (\$6,921 per month) for the second option. 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 Department has utilized this space since 1976 and it continues to meet program needs.

**Benefit**

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

**Funding Source**

55% General Fund; 45% Federal Funds

**Commitment Level**

10 years with two five year renewal options; 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 services to the residents of Kalkaska County and could bring about increased costs if they are forced to relocate.

**Zip Code**

49646

**ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

5. DEPARTMENT OF STATE, L'ANSE - Addendum #1 to Lease #1285 approved by the State Administrative Board on April 4, 2000, Item #5, between William McGlue Post #144, American Legion, a Fraternal Organization, 115 North Front Street, L'Anse, Michigan 49946, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 817 square feet of space located at 115 North Front Street, L'Anse, Michigan 49946. This Addendum provides for adding a ten-year renewal option and technical revisions. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning April 1, 2010, is \$8.81 (\$600 per month). Effective April 1, 2015, the annual per square foot rental rate for this space increases to \$10.28 (\$700 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

**Purpose/Business Case**

This Addendum adds a ten-year renewal option. The Department has occupied this space since 1990 and it continues to meets its needs.

**Benefit**

This Addendum will allow the Department to remain at this location and avoid relocation costs. The rental rate remains within the market rate.

**Source of Funds**

33.9% General Fund; 66.1% Restricted Revenue (1.2% Auto Repair Facilities Fees, 4.1% Driver Fees, 0.3% Expedient Service Fees, 4.1% Parking Ticket Court Fines, 56.4% Transportation Administration Collection Fund)

**Commitment Level**

Ten years; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

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

**Zip Code**

49946

6. DEPARTMENT OF STATE POLICE, ACME - Addendum #1 to Lease #10836 approved by the State Administrative Board on July 18, 2000, Item #5, between M-72 East, L.L.C and subsequently assigned to Robert L. Barrett Management, LLC, a Limited Liability Company, 1457 Bee Court, Traverse City, Michigan 49684, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for 4,544 square feet of space located at 4472 Mt. Hope Road, Acme, Michigan 49610. This Addendum provides for correcting the square footage, extending the lease term and memorializing the rental rate reduction. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning January 1, 2010, is \$17.12 (\$6,482 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

**Purpose/Business Case**

This addendum reduces the rental rate by 10% beginning January 1, 2010, corrects the square footage, and extends the lease term.

**Benefit**

This Addendum allows the Department to remain in the current location at a reduced rental rate while avoiding relocation costs. The rental rate is within the current market rate.

**Source of Funds**

100% General Fund

**Commitment Level**

Five years; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Addendum will hinder the Department from continuing to provide uninterrupted service while realizing a costs savings and could bring about increased costs if they are required to relocate.

**Zip Code**

49610

7. DEPARTMENT OF CORRECTIONS, LANSING - Addendum #1 to Lease #10805 approved by the State Administrative Board on September 5, 2000, Item #16, between Reichenbach, L.L.C., a Limited Liability Company, P.O. Box 27066, Lansing, Michigan 48933, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Corrections, as Lessee, for 6,002 square feet of space located at 5341 Pennsylvania Avenue, Lansing, Michigan 48911. This Addendum provides for extending the lease term. This Addendum is effective upon obtaining State Administrative Board approval

and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning June 1, 2010, or upon substantial completion, is \$12.25 (\$6,127 per month). This Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Addendum as to legal form.

**Purpose/Business Case**

This Addendum extends the lease 5 years. The Department has occupied this space since 2000 and it continues to meets their needs.

**Benefit**

This Addendum allows the Department to remain in the current location and avoid relocation costs. The rental rate is within the current market rate.

**Source of Funds**

100% General Fund

**Commitment Level**

Five years; however, this Lease contains a Standard cancellation clause with 60-days notice.

**Risk Assessment**

Non-approval of this Addendum will hinder the Department from continuing to provide uninterrupted service.

**Zip Code**

48911

**CONTRACT CHANGE ORDER**

8. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT – CCOs #47, #48 and #49 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, as Lessee. These CCOs provide for electrical work and office build-out, as requested by the Department of Energy, Labor and Economic Growth and the Department of Information Technology at a cost not-to-exceed \$14,886.25. The space is located at 3044 West Grand Boulevard, Detroit, MI 48202.

**Purpose/Business Case**

The purpose of these CCOs is to install electrical circuits in the training rooms for projectors, install an electrical circuit for a printer, and build a floor-to-ceiling office in existing space as the result of a new position within the UIA program due to program expansion.

**Benefit**

These CCOs allow the Departments to better utilize existing leased space.

**Source of Funds**

100% Restricted Building Occupancy Funds; billed back 100% Federally Funded DELEG and DIT Unemployment Insurance Agency funds.

(2/18/10 9:20 Final)

**Commitment Level**

Present through September 30, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

**Risk Assessment**

Non-approval of these CCOs will hinder the Department for utilizing equipment and providing sufficient office space for the UIA to provide assistance to the citizens of Michigan.

**Zip Code**

48202

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Ms. MacDowell presented the Building Committee Report for the regular meeting of February 23, 2010. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of February 23, 2010, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

# APPROVED

March 2, 2010

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 **February 23, 2010**. Those present being:

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

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

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

Others: Sherry Bond, Sergio Paneque, Janet Rouse, Department of Management  
and Budget; Joe Fielek, Department of Treasury; James Bliss,  
Dickinson, Wright

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The Finance and Claims Committee regular agenda was presented.

Following discussion, Ms. Lopez moved that the regular agenda be  
recommended to the State Administrative Board for approval. The motion  
was supported by Mr. Liedel and unanimously adopted.

The Finance and Claims Committee supplemental and Recovery Act Funds  
agendas were presented.

Following discussion, Ms. Lopez moved that the supplemental and Recovery  
Act Funds agendas be recommended to the State Administrative Board for  
approval. The motion was supported by Mr. Liedel and unanimously  
adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on March 2, 2010, Item 17(2)  
of the regular agenda was withdrawn by the Department of Management and  
Budget.***

**A G E N D A**

3/2/2010 12:00 version

**FINANCE AND CLAIMS COMMITTEE**

February 23, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

March 2, 2010, 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 CORRECTIONS

- 1) Jupiter Aluminum Corporation \$ 425,700.00 Total  
Milwaukee, WI **FY10** 100% Revolving Fund  
*Correctional Industries Revolving Fund*  
One-time purchase for aluminum  
coils for Michigan State  
Industries
  
- 2) Majestic Foods, Inc. \$ 132,132.00 Total  
Greyslake, IL **FY10** 100% Revolving Fund  
*Correctional Industries Revolving Fund*  
One-time purchase for bulk  
orange juice for Michigan State  
Industries
  
- 3) Wolf Corporation \$ 216,480.00 Total  
Fort Wayne, IN **FY10-13** 100% Revolving Fund  
*Corrections Industries Revolving Fund*  
Three-year contract to provide  
mattress padding for Michigan  
State Industries

2. DEPARTMENT OF HUMAN SERVICES

- 1) Quan D. Nguyen, MD NOT TO EXCEED  
Lansing, MI \$ 175,000.00 Total  
**FY10-11** 100% Federal Funds  
One-year, six-month, 17-day  
contract for Disability  
Determination Services

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

3. DEPARTMENT OF ATTORNEY GENERAL

1)	Loretta S. Crum Laingsburg, MI	\$ 25,000.00 Amendment \$ 157,900.00 New Total <b>FY10</b> 100% Restricted Fund <i>Delinquent Tax Collection Revenue</i> Additional funds for the contract for a Special Assistant Attorney General relative to the case of Saginaw Chippewa Indian Tribe of Michigan (Isabella Reservation) v Granholm, et al.
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4. DEPARTMENT OF CORRECTIONS

1)	Various Nursing Services (Listing on file)	\$ 1,625,000.00 Amendment \$ 3,225,000.00 New Total <b>FY10</b> 100% General Fund Additional funding to continue nursing services
2)	J. Weinstein & Sons, Inc. Ft. Lauderdale, FL	\$ 447,824.00 Amendment \$ 1,137,224.00 New Total <b>FY10-11</b> 100% Revolving Fund <i>Correctional Industries Revolving Fund</i> Additional funds for a one-year option for twill shirting fabric for Michigan State Industries

5. DEPARTMENT OF HUMAN SERVICES

1)	Prosecuting Attorney's Assoc. of Michigan Lansing, MI	\$ 90,000.00 Amendment \$ 615,000.00 New Total <b>FY10-11</b> 100% Federal Funds Additional funds to engage in activities to further enhance the capacity of prosecutors through the state
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5. DEPARTMENT OF HUMAN SERVICES continued

2)	Wayne County SAFE Program	\$ 150,000.00	Amendment
	Detroit, MI	\$ 510,000.00	New Total
		<b>FY10</b>	100% Federal Funds
			Additional funds to process
			rape kits in Wayne County

SECTION III - AGENCY SUBMITTED - NEW GRANTS

6. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1)	University of Michigan	\$ 760,550.00	Total
	Ann Arbor, MI	<b>FY10-12</b>	100% Federal Funds
			Three-year State Energy Program
			Special Project to establish a
			Michigan Industrial Energy
			Center (MIEC) to help the
			struggling industries in
			Michigan
2)	PSC-Michigan Energy	\$ 1,686,370.00	Total
	Efficiency Grants	<b>FY10-13</b>	100% Restricted Funds
	(Listing on file)		<i>Low Income and Energy Efficiency Fund</i>
			These grants will provide
			funding to conduct testing
			and/or perform studies to
			explore the feasibility and
			advance the deployment of
			offshore wind technologies

7. DEPARTMENT OF HUMAN SERVICES

1)	Oakland-Livingston Human	\$ 75,000.00	Total
	Services Agency	<b>FY10</b>	100% Federal Funds
	Pontiac, MI		Six-month, 30-day grant to
			support the Statewide Earned
			Income Tax credit (EITC)
			Coalition

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

8. DEPARTMENT OF AGRICULTURE

1) Eaton Conservation District \$ 19,089.00 Amendment  
Charlotte, MI \$ 43,089.00 New Total  
**FY10** 100% Restricted Funds  
*Groundwater and Freshwater  
Protection fund*  
Add funding for continued  
development of Michigan  
Groundwater Stewardship Program  
residential online interactive  
education and outreach delivery  
system

9. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1) Michigan Disability \$ 504,323.00 Amendment  
Rights Coalition \$ 1,301,539.00 New Total  
East Lansing, MI **FY10** 100% Federal Funds  
Grantee will receive  
additional federal funds for  
the Michigan Assistive  
Technology Project

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

10. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Leasource Financial Services \$ 3,242,808.00 (3 years)  
Folsom, CA **FY10-14** 100% Revolving Funds  
*Various DIT Revolving Funds*  
Finance for Lease/Purchase of  
Unisys Libra 690 Production  
Mainframe and Virtual Tape  
Technology

11. DEPARTMENT OF MANAGEMENT AND BUDGET

1) CSS, USA, Inc. \$ 416,160.00 (1 yr, 7 mos)  
Grand Rapids, MI **FY10-11** 100% Restricted Funds  
*Land Sale Account*  
071I6200319 Armed Security  
Guard Services at the Michigan  
State Fairgrounds

11. DEPARTMENT OF MANAGEMENT AND BUDGET continued

2) LifeSavers Inc. Fairfield, NJ	\$ 194,750.00 (3 years) <b>FY10-13</b> 100% General Funds 071I0200008 Automated External Defibrillators, Statewide
Philips Healthcare Andover, MA	\$ 240,640.00 (3 years) <b>FY10-13</b> 100% General Funds 071I0200008 Automated External Defibrillators, Statewide
NorthStar Medical Equipment Ada, MI	\$ 234,850.00 (3 years) <b>FY10-13</b> 100% General Funds 071I0200008 Automated External Defibrillators, Statewide
Dixie Medical Franklin, TN	\$ 291,250.00 (3 years) <b>FY10-13</b> 100% General Funds 071I0200008 Automated External Defibrillators, Statewide

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

12. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1) U.S. Department of Labor Washington, D.C.	\$ 15,000.00 Amendment \$ 150,000.00 New Total <b>FY10-11</b> 50-90% Federal Funds 10-50% Restricted Funds <i>10-18% Safety Education and Training Fund and 32% Corporation Fees</i> 071B6200251 Additional funding for a one-year option to the contract for the Integrated Management System Payments (IMIS)
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13. DEPARTMENT OF HUMAN SERVICES

1) Public Policy Associates, Incorporated Lansing, MI	\$ 524,202.00 Amendment \$ 1,063,337.00 New Total <b>FY10-13</b> 100% Federal Funds 071B7200227 Additional funding for three, one-year options to the contract for Jail Monitoring of Juvenile Detainees to obtain savings
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**SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS**

Employee Claims

18. DEPARTMENT OF CORRECTIONS

- 1) Maurice LaPalm \$256.25

The claimant (10-SAB-017) requests \$256.25 reimbursement for his eyeglasses broken while restraining an inmate. The Committee recommends approval of this claim.

- 2) Randy Marshall \$526.00

The claimant (10-SAB-014) requests \$526.00 reimbursement for his eyeglasses damaged during an altercation with an inmate. The Committee recommends approval of this claim.

Inmate Claims

- 3) Kevin Anderson #479526 \$142.50

The claimant (09-SAB/DOC-365) requests \$142.50 reimbursement for his TV damaged during transport. The Committee recommends approval of \$128.59 for this claim.

- 4) John Paul Baugh #157768 \$134.98

The claimant (09-SAB/DOC-324) requests \$134.98 reimbursement for his TV damaged when he transferred from one facility to another. The Committee recommends approval of \$13.50 for this claim.

- 5) Cedric Bell #248097 \$281.01

The claimant (09-SAB/DOC-338) requests \$281.01 reimbursement for his headphones, eyeglasses, 6 tapes, and calligraphy pens stolen while under control of the Department. The Committee recommends approval of \$261.30 for this claim.

- 6) Jabarrow D. Bentley #303398 \$ 75.00

The claimant (10-SAB/DOC-066) requests \$75.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS continued

- 7) Frederick Betty #363409 \$ 86.75

The claimant (09-SAB/DOC-322) requests \$86.75 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$34.70 for this claim.

- 8) Freddie Bills #132878 \$378.10

The claimant (09-SAB/DOC-272) requests \$378.10 reimbursement for his typewriter damaged while under control of the Department. The Committee recommends denial of this claim.

- 9) Anthony B. Bray #229243 \$ 84.53

The claimant (10-SAB/DOC-010) requests \$84.53 reimbursement for his TV damaged during transit. The Committee recommends approval of this claim.

- 10) John Thomas Brown #120495 \$ 39.99

The claimant (10-SAB/DOC-065) requests \$39.99 reimbursement for his store order and pop card lost while under control of the Department. The Committee recommends approval of this claim.

- 11) Lynn Calhoun #214225 \$ 38.65

The claimant (09-SAB/DOC-281) requests \$38.65 reimbursement for his footlocker damaged during transfer from one facility to another. The Committee recommends approval of \$3.87 for this claim.

- 12) Joshua Carr #617357 \$ 56.00

The claimant (10-SAB/DOC-069) requests \$56.00 reimbursement for his watch lost while under control of the Department. The Committee recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS continued

13) Josh Childress #489279 \$ 23.32

The claimant (09-SAB/DOC-381) requests \$23.32 reimbursement for his beard trimmers lost while under control of the Department. The Committee recommends approval of \$19.32 for this claim.

14) Adam Ciaramitaro #574878 \$ 12.13

The claimant (09-SAB/DOC-329) requests \$12.13 reimbursement for his debitek card and monies he had paid to put on it. The Committee recommends approval of \$5.00 for this claim.

15) Gregory Cooper #515230 \$ 69.00

The claimant (10-SAB/DOC-019) requests \$69.00 reimbursement for repairs to his TV damaged during transit. The Committee recommends approval of \$65.00 for this claim.

16) Darrell Q. Demps #345485 \$ 40.00

The claimant (09-SAB/DOC-357) requests \$40.00 reimbursement for his radio, and cassette player lost while under control of the Department. The Committee recommends approval of \$31.80 for this claim.

17) Donald DuBoise #133447 \$ 52.33

The claimant (09-SAB/DOC-395) requests \$52.33 reimbursement for several store items lost while under control of the Department. The Committee recommends approval of \$129.53 for this claim.

18) Michael Eason #359859 \$ 12.42

The claimant (10-SAB/DOC-075) requests \$12.42 reimbursement for his radio damaged by staff. The Committee recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS continued

19) Charna L. Elston #645804 \$ 35.45

The claimant (10-SAB/DOC-018) requests \$35.45 reimbursement for his jacket and 3 pairs of socks destroyed while under control of the Department. The Committee recommends approval of \$32.75 for this claim.

20) Joseph Flowers #297460 \$414.21

The claimant (09-SAB/DOC-323) requests \$414.21 reimbursement for his tape case, 30 tapes, gym shoes, mug shower shoes and wash cloth lost while under control of the Department. The Committee recommends approval of \$49.40 for this claim.

21) Phillip M. Garrett #522720 \$ 11.50

The claimant (09-SAB/DOC-382) requests \$11.50 reimbursement for his athletic shirts ordered and never received. The Committee recommends approval of this claim.

22) Duane T. Gibson #528167 \$428.01

The claimant (09-SAB/DOC-332) requests \$428.01 reimbursement for several miscellaneous items including eyeglasses and a MP3 player. The Committee recommends denial of this claim.

23) Randall Grant #257124 \$ 57.75

The claimant (09-SAB/DOC-336) requests \$57.75 reimbursement for his Walkman and 1 pair of headphones lost during transfer from one facility to another. The Committee recommends approval of \$46.20 for this claim.

24) Jesse R. Haddock #438168 \$ 49.99

The claimant (10-SAB/DOC-005) requests \$49.99 reimbursement for his guitar damaged in transit. The Committee recommends approval of \$39.99 for this claim.

18. DEPARTMENT OF CORRECTIONS continued

25) Anthony Howard #241832 \$ 19.75

The claimant (09-SAB/DOC-400) requests \$19.75 reimbursement for his headphones lost while under control of the Department. The Committee recommends approval of \$15.80 for this claim.

26) Bahaa E. Iswed #272102 \$188.00

The claimant (09-SAB/DOC-369) requests \$188.00 reimbursement for his typewriter lost while under control of the Department. The Committee recommends approval of this claim.

27) Edwin William Ives #161455 \$ 91.93

The claimant (10-SAB/DOC-015) requests \$91.93 reimbursement for his textbook ordered and never received. The Committee recommends approval of this claim.

28) Tyrone S. Jackson #349909 \$ 28.47

The claimant (10-SAB/DOC-067) requests \$28.47 reimbursement for his shoes and doo rag lost while under control of the Department. The Committee recommends approval of this claim.

29) Eric Johnson #646318 \$175.00

The claimant (10-SAB/DOC-068) requests \$175.00 reimbursement for his TV destroyed by staff during a shakedown. The Committee recommends approval of \$149.00 for this claim.

30) James Johnson #337734 \$265.50

The claimant (09-SAB/DOC-342) requests \$265.50 reimbursement for money taken from his account for items he did not order. The Committee recommends approval of \$123.00 for this claim.

31) Dalanus Jones #230603 \$ 96.00

The claimant (10-SAB/DOC-079) requests \$96.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS continued

32) Joshua Jones #443696 \$500.00

The claimant (09-SAB/DOC-290) requests \$500.00 reimbursement for pain and suffering for missing property. The Committee recommends denial of this claim.

33) Terrell Kennedy #427384 \$150.00

The claimant (09-SAB/DOC-396) requests \$150.00 reimbursement for his MP3 player lost while under control of the Department. The Committee recommends approval of \$129.32 for this claim.

34) Jesse T. Kolly #388758 \$ 47.60

The claimant (09-SAB/DOC-380) requests \$47.60 reimbursement for his store order lost while under control of the Department. The Committee recommends approval of this claim.

35) Demetrius Knuckles #217711 \$136.40

The claimant (10-SAB/DOC-007) requests \$136.40 reimbursement for his typewriter and cover damaged while under control of the Department. The Committee recommends approval of \$137.96 for this claim.

36) William Letzgus #187075 \$150.00

The claimant (09-SAB/DOC-379) requests \$150.00 reimbursement for his TV which was believed to be altered but was not his TV. The Committee recommends approval of this claim.

37) Michael Malott #467434 \$540.99

The claimant (09-SAB/DOC-401) requests \$540.99 reimbursement for his eyeglasses, boxers, tank tops, and jacket lost while under control of the Department. The Committee recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS continued

38) Dennis L. Mathis #246724 \$ 19.75

The claimant (09-SAB/DOC-314) requests \$19.75 reimbursement for his headphones sent out for repair and never returned. The Committee recommends denial of this claim.

39) Robert L. Mathis #119876 \$ 62.34

The claimant (09-SAB/DOC-373) requests \$62.34 reimbursement for his shoes ordered and never received. The Committee recommends approval of this claim.

40) Dontez McQuiter #244341 \$148.35

The claimant (09-SAB/DOC-286) requests \$148.35 reimbursement for his typewriter lost while under control of the Department. The Committee recommends approval of \$22.40 for this claim.

41) Dontez McQuiter #244341 \$ 45.00

The claimant (10-SAB/DOC-076) requests \$45.00 reimbursement for several hygiene items lost while under control of the Department. The Committee recommends approval of this claim.

42) Howard Meriweather #432062 \$314.15

The claimant (10-SAB/DOC-031) requests \$314.15 reimbursement for his beard trimmers, cassette player, headphones, shoes, and TV lost while under control of the Department. The Committee recommends denial of this claim.

43) Martha Mosqueda \$349.10

The claimant (09-SAB/DOC-328) requests \$349.10 reimbursement for a typewriter she purchased for inmate Maximo Sandoval #321265 and was stolen while under control of the Department. The Committee recommends denial of this claim.

44) Kelly Murphy #246299 \$ 55.95

The claimant (10-SAB/DOC-012) requests \$55.95 reimbursement for a pair of shoes and earrings lost during transit. The Committee recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS continued

45) Seth Privacky #289400 \$160.06

The claimant (10-SAB/DOC-077) requests \$160.06 reimbursement for his TV damaged by staff. The Committee recommends approval of this claim.

46) Harry T. Ritchie #166460 \$ 91.99

The claimant (10-SAB/DOC-035) requests \$91.99 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$11.20 for this claim.

47) Harry T. Ritchie #166460 \$ 78.68

The claimant (09-SAB/DOC-321) requests \$78.68 reimbursement for his watch, cassette player and beard trimmers lost during transfer from one facility to another. The Committee recommends approval of \$7.87 for this claim.

48) Walter Rolland #163263 \$ 73.00

The claimant (10-SAB/DOC-036) requests \$73.00 reimbursement for his footlocker damaged during transfer from one facility to another. The Committee recommends approval of \$7.30 for this claim.

49) Nicholas Rosario #684125 \$293.40

The claimant (10-SAB/DOC-017) requests \$293.40 reimbursement for numerous items lost while under control of the Department. The Committee recommends approval of \$282.32 for this claim.

50) Drew Sanford #250748 \$ 42.28

The claimant (09-SAB/DOC-269) requests \$42.28 reimbursement for his cassette case, 6 tapes, and 1 tape player lost while under control of the Department. The Committee recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS continued

51) Tremayne Shelton #601773 \$ 40.98

The claimant (10-SAB/DOC-074) requests \$40.98 reimbursement for his boots lost while under control of the Department. The Committee recommends approval of this claim.

52) Jon Robert Smith #198663 \$499.53

The claimant (09-SAB/DOC-315) requests \$499.53 reimbursement for his TV, cassette player, radio, 24 cassettes, tumbler, bowl and 1 mirror lost while under control of the Department. The Committee recommends approval of \$31.56 for this claim.

53) Joseph Smith #263433 \$ 78.16

The claimant (09-SAB/DOC-370) requests \$78.16 reimbursement for store items confiscated then lost by staff. The Committee recommends approval of this claim.

54) John Tatarian #206248 \$ 6.36

The claimant (10-SAB/DOC-003) requests \$6.36 reimbursement for his vitamins lost while under control of the Department. The Committee recommends approval of this claim.

55) James A. Taylor #693322 \$ 26.06

The claimant (10-SAB/DOC-022) requests \$26.06 reimbursement for his book, copies, postage, and notary services. Mr. Taylor claims his book was destroyed prior to a hearing. The Committee recommends approval of \$23.61 for this claim.

56) Samuel Thomas #220047 \$ 54.24

The claimant (09-SAB/DOC-316) requests \$54.24 reimbursement for cosmetics lost while under control of the Department. The Committee recommends approval of \$40.18 for this claim.

57) Michael Underwood #250617 \$ 90.48

The claimant (10-SAB/DOC-040) requests \$90.48 reimbursement for his jacket, sweatshirt and sweatpants destroyed by staff. The Committee recommends approval of \$65.98 for this claim.

18. DEPARTMENT OF CORRECTIONS continued

58) Mel Wallace #179855 \$ 50.00

The claimant (10-SAB/DOC-062) requests \$50.00 reimbursement for his footlocker damaged by staff. The Committee recommends approval of this claim.

59) Isadore J. Warren #455713 \$160.06

The claimant (09-SAB/DOC-363) requests \$160.06 reimbursement for his TV damaged during transport. The Committee recommends approval of \$128.59 for this claim.

60) John K. Weller #123978 \$142.50

The claimant (10-SAB/DOC-002) requests \$142.50 reimbursement for his TV damaged during transit. The Committee recommends approval of \$114.30 for this claim.

61) Kirt Wellhausen #226550 \$151.16

The claimant (10-SAB/DOC-014) requests \$151.16 reimbursement for his TV damaged during transit. The Committee recommends approval of \$123.64 for this claim.

62) Michael Wheeler #312033 \$150.00

The claimant (09-SAB/DOC-284) requests \$150.00 reimbursement for various items lost while under control of the Department. The Committee recommends approval of \$75.00 for this claim.

63) Eric White #220973 \$ 97.92

The claimant (10-SAB/DOC-041) requests \$97.92 reimbursement for several miscellaneous food and hygiene items. The Committee recommends denial of this claim.

64) Annie Williams #145485 \$ 74.00

The claimant (09-SAB/DOC-362) requests \$74.00 reimbursement for two Bar Journals lost while under control of the Department. The Committee recommends approval of \$37.00 for this claim.

18. DEPARTMENT OF CORRECTIONS continued

65) Ronald J. Witt #204287 \$174.94

The claimant (09-SAB/DOC-368) requests \$174.94 reimbursement for his coat and softball glove lost while under control of the Department. The Committee recommends approval of \$17.50 for this claim.

66) Michael D. Woodworth #265120 \$ 54.99

The claimant (09-SAB/DOC-289) requests \$54.99 reimbursement for his jacket confiscated by staff. The Committee recommends approval of this claim.

67) Bobby Younger #298350 \$178.25

The claimant (10-SAB/DOC-072) requests \$178.25 reimbursement for several items destroyed by staff error. The Committee recommends approval of \$173.79 for this claim.

19. DEPARTMENT OF STATE POLICE

Jon Stork \$554.46

1) The claimant (09-SAB-116) requests \$554.46 reimbursement for damage to his vehicle after running over stop sticks in the road. The Committee recommends approval of this claim.

20. DEPARTMENT OF TRANSPORTATION

1) Robert Williams \$999.00

The claimant (10-SAB-016) requests \$999.00 reimbursement for damage to his basement due to insufficient drainage on State trunkline near his home. The Committee recommends approval of \$999.99 for this claim.

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

**SECTION XI - SPECIAL ITEMS**

21. DEPARTMENT OF ATTORNEY GENERAL

Requests approval to write-off 2,437 uncollectible taxes and penalties Employer Accounts, representing a total indebtedness of \$3,249,155.67. Collection of these debts is no longer possible due to one of the following reasons: barred by statute, discontinued corporation with no assets, discharged bankrupt corporation, deceased employer with insufficient estate, or discontinued corporation with no assets (reimbursing employers).

22. DEPARTMENT OF TREASURY

Requests approval of a resolution entitled, "State Administrative Board Resolution Authorizing the Issuance and Sale of State of Michigan General obligation School Loan Bonds" for not to exceed \$100,000,000.00 in bonds.

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 U P P L E M E N T A L  
A G E N D A**

2/18/2010 4:30 version

**FINANCE AND CLAIMS COMMITTEE**

February 23, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

March 2, 2010, 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**

1s. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- |  |   |
|--|---|
| 1) Various Grantees<br>(Listing on file) | \$ 944,300.00 Total<br><b>FY10-11</b> 100% Federal Funds<br>Funding to facilitate and<br>support various coastal<br>entities with grants that will<br>further the objectives of the<br>Coastal Management Program |
|--|---|

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

2s. DEPARTMENT OF AGRICULTURE

- |  |  |
|--|--|
| 1) Michigan Wine Foundation<br>Traverse City, MI | \$ 21,013.00 Amendment<br>\$ 42,025.00 New Total<br><b>FY10-11</b> 100% Restricted Funds<br><i>Nonretail Liquor Fees</i><br>To add State matching funds<br>from the Michigan Grape and<br>Wine Industry Council to<br>provide sales data to wineries |
|--|--|

3s. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1)	Al Haidous, Mayor City of	\$ -2,409,080.00	Amendment
	Wayne for Southeast	\$ 590,920.00	New Total
	Michigan Community Alliance	<b>FY10</b>	100% Federal Funds
	(SEMCA) Michigan Works!		To reduce the funding Grantee
	Taylor, MI		will receive for the No Worker
			Left Behind (NWLB) Green Jobs
			Initiative (GJI)

SECTION V - DMB SUBMITTED - NEW CONTRACTS

4s. DEPARTMENT OF INFORMATION TECHNOLOGY

**Various RE:START Vendors**

**Short-term Staff Augmentation  
for information technology for  
various departments**

1)	ARM Consulting (Mark Miller) Byron, MI	NOT TO EXCEED \$ 97,335.00 (7 months) <b>FY10</b> 44% GF 56% Restricted <i>One-Percent Fund</i> 071I0200044	For one Senior Project Manager to assist the Civil Service Commission with completion of the Re- engineering Office of Classifications and Selections Systems Project
2)	ARM Consulting (Michael Bachelder) (Chris Dirst) Byron, MI	NOT TO EXCEED \$ 190,095.00 (7 months) <b>FY10</b> 44% GF 56% Restricted <i>One-Percent Fund</i> 071I0200040	For two Senior Technical Consultants to assist the Civil Service Commission with completion of the Re- engineering Office of Classifications and Selections Systems Project

5s. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Amerisource Bergen Corp. \$ 15,300,000.00 (2 years)  
Chesterbrook, PA **FY10-12** 100% Various Funds  
*See bid tab for fund information*  
391R0200108 Wholesaler for  
Pharmaceutical Distribution  
Statewide
- 2) Gongwer New Service \$ 63,000.00 (2 years)  
Lansing, MI **FY10-12** 100% Various Funds  
*See bid tab for fund information*  
071I020019 Electronic Newswire  
Services Statewide
- Michigan Information and \$ 140,000.00 (2 years)  
Research Service (MIRS) **FY10-12** 100% Various Funds  
Lansing, MI *See bid tab for fund information*  
071I020019 Electronic Newswire  
Services Statewide

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

6s. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) Motorola, Inc. \$ 21,998,321.00 Amendment  
Schaumburg, IL \$ 39,756,571.88 New Total  
**FY10** 100% Revolving Fund  
*See bid tab for list of funds*  
071B9200262 Additional funds  
for the contract for Radio  
Communication Equipment for the  
Michigan Public Safety  
Communications System

7s. DEPARTMENT OF STATE

- 1) Solutions Thru Software, Inc. \$ 809,343.96 Amendment  
Henderson, NV \$ 2,113,979.94 New Total  
**FY10** 100% Federal Fund  
071B7200347 Additional funds  
to add availability of  
automated testing systems  
kiosks for CDL license  
applications

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 - 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.

**A M E R I C A N   R E C O V E R Y   &  
R E I N V E S T M E N T   A C T   F U N D S  
A G E N D A**

2/18/2010 1:15 version

**FINANCE AND CLAIMS COMMITTEE**

February 23, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

March 2, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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this agenda and may take up other issues at the meeting.

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

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

1a. DEPARTMENT OF HUMAN SERVICES

1)	Prosecuting Attorney's Association Lansing, MI	\$ 300,000.00 Amendment \$ 470,030.00 New Total <b>FY10-11</b> 100% Recovery Act Funds To add funds to the contract for Statewide Domestic and Sexual Violence Training for Prosecuting Attorneys - to process rape kits in Wayne County
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**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

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

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

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

**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 - 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 February 23, 2010. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of February 23, 2010, be approved and adopted with the withdrawal of Item 17(2) of the regular agenda at the State Administrative Board meeting on March 2, 2010. The motion was supported by Ms. Wolenberg and unanimously approved.

# APPROVED

March 2, 2010

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 February 24, 2010. Those present being:

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

Member: Gary Owen, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

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

Others: Sherry Bond, Department of Management and Budget; Tom Hoane, Cynthia Watson, Department of Natural Resources and Environment; Mike Christensen, Connie Hanrahan, Jean Ingersoll, Betsy Steudle, Karen Watson, Department of Transportation

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There was no Department of Natural Resources and Environment, Land and Water Management Division agenda presented.

The Department of Natural Resources and Environment, Mineral and Land Management Section agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources and Environment, Mineral and Land Management Section agenda be recommended to the State Administrative Board for approval contingent upon corrections to Items 2 and 3. Supported by Mr. Owen, the motion was unanimously adopted.

The Department of Transportation regular agenda was presented.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Item 38 of the regular agenda withdrawn; Item 24 the regular agenda contingent upon approval by the Department of Attorney

General; and Items 21-23, 28, 29, 31-34, 35, 37, 42-46, 49-50, 52-54, 56, 58-62, 64, and 78-89 of the regular agenda contingent upon approval at the State Transportation Commission meeting on February 25, 2010. Supported by Mr. Owen, the motion was unanimously adopted.

Following discussion, Mr. Shell moved that the Transportation supplemental agenda be recommended to the State Administrative Board for approval contingent upon the addition of the request for approval of the Amended Resolution 2009-1 as Item 2 of the agenda. Supported by Mr. Owen, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

***At the State Administrative Board meeting on March 2, 2010, Item 28 of the regular MDOT agenda was withdrawn by the Department of Transportation.***

A G E N D A

DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT  
MINERAL AND LAND MANAGEMENT SECTION ITEMS FOR THE

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - February 24, 2010 - 3:30 P.M.  
State Administrative Board Meeting - March 2, 2010 - 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. TEN DIRECT UNDERGROUND GAS STORAGE LEASES - DEVELOPMENT WITH RESTRICTION:**

Underground gas storage lease rights to 4,058.34 acres, more or less, of state-owned surface and mineral rights, located in Sections 1 through 6, 8 through 11, 14, 16, 20, and 21, T26N, R09W, Union Township, Section 1, T26N, R10W, East Bay Township, Sections 25, 34, 35, and 36, T27N, R09W, Whitewater Township, Grand Traverse County, and Sections 30 and 31, T27N, R08W, Kalkaska Township, Kalkaska County, have been requested by DTE Gas Storage Company of Detroit, Michigan.

Terms: Seven-year primary term, and so long as natural gas is stored and facilities are maintained. Lease bonus of \$50.00 per acre (\$202,917.00). Annual rental of \$7.50 per acre, adjusted on each five year anniversary date to be determined by the percent change in the Detroit Consumers Price Index for the previous five-year period.

**2. THREE DIRECT UNDERGROUND GAS STORAGE LEASES - DEVELOPMENT WITH RESTRICTION:**

Underground gas storage lease rights to 1,919.84 acres, more or less, of state-owned surface and mineral rights, located in Section 11, T27N, R07W, Kalkaska Township, Sections 19 and 30, T28N, R06W, Coldsprings Township, and Sections 13, 23, 24, 25, and 26, T28N, R07W, Rapid River Township, Kalkaska County, have been requested by Mid Michigan Gas Storage Company, of Houston Texas.

Terms: Seven-year primary term, and so long as natural gas is stored and facilities are maintained. Lease bonus of \$50.00 per acre (\$95,992.00). Annual rental of \$7.50 per acre, adjusted on each five-year anniversary date, to be determined by the percent change in the Detroit Consumers Price Index for the previous five-year period.

**3. TWO DIRECT OIL AND GAS LEASES - DEVELOPMENT WITH RESTRICTION:**

Oil and gas lease rights to 240.00 acres, more or less, of state-owned mineral rights located in Sections 35 and 36, T27N, R08W, Kalkaska Township, Kalkaska County, have been requested by CMS Gas Transmission Company, of Jackson, Michigan.

Terms: Three-year term, two one-year extension options, 3/16 royalty, \$12,000.00 bonus consideration (\$50.00 per acre), and \$2.00 per acre annual rental.

4. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Oil and gas lease rights to 80.00 acres, more or less, of state-owned mineral rights located in Section 35, T27N, R08W, Kalkaska Township, Kalkaska County, have been requested by CMS Gas Transmission Company, of Jackson, Michigan.

Terms: Three-year term, two one-year extension options, 3/16 royalty, \$4,000.00 bonus consideration (\$50.00 per acre), and \$2.00 per acre annual rental.

The Director of the Department of Natural Resources and Environment approved Items 1 and 2 on February 4, 2010, and the Chief of Forest Management Division approved Items 3 and 4 on February 1, 2010. 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 and Environment

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

## AGENDA

### DEPARTMENT OF TRANSPORTATION

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

T&NR Meeting: February 24, 2010 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: March 2, 2010 - Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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### CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)  
Tract 1221, Control Section 63102, Parcel 3056, Part A

The subject tract is located in the City of Royal Oak, Oakland County, Michigan, and contains approximately 440 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Paul Sander, Metro Region Appraisal Manager, on April 15, 2009, at \$15,000. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on May 4, 2009, at the amount of \$15,000. The sole abutting owner, Woodward Gateway, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$750, which represents a five percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

**Purpose/Business Case:** The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue.

**Funding Source:** N/A.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48067.

2. HIGHWAYS (Real Estate) – Resolution “B” (Sale to Abutting Owner)  
Tract 1182, Control Section 52041, Parcel 10, Part A

The subject tract is located in the Township of Ely, Marquette County, Michigan, and contains approximately 1.92 acres. The tract is landlocked, and there is one abutting owner. This transaction will resolve an encroachment on MDOT right-of-way. The tract was appraised by Steve Douglas, Superior Region Real Estate Agent, on January 15, 2010, at \$2,674. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on February 1, 2010, at the amount of \$2,674. The sole abutting owner, Sandra Olsen, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$133.70, which represents a five percent deposit. The tract was not offered to the local municipalities prior to being sold, because this transaction involves encroachment. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This transaction will resolve an encroachment on MDOT right-of-way. This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

**Purpose/Business Case:** The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state. This specific sale will also serve to resolve an encroachment on MDOT right-of-way.

**Benefit:** MDOT benefits by eliminating a right-of-way encroachment and by generating revenue in the process.

**Funding Source:** N/A.

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

**Risk Assessment:** If excess property is not sold, there will continue to be an encroachment on MDOT right-of-way.

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

**Selection:** N/A.

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

**Zip Code:** 49849.

3. AERONAUTICS AND FREIGHT (Aeronautics) – Preparation of Planning Documents

Contract (2010-0131) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will provide federal and state grant funds for the preparation of a master plan (including lease overlay map) and for the update of the airport layout plan (ALP) and Exhibit A property map at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 3 years. The estimated project amount will be \$358,000. Source of Funds: FAA Funds (via block grant) - \$340,100; State Restricted Aeronautics Funds - \$8,950; OWAA Funds - \$8,950.

**Criticality:** This project will provide for the preparation and update of airport planning documents. In addition, existing airport databases and record drawings information will be combined into a single electronic database and drawing file system, which will allow simple identification and cataloging by the airport.

**Purpose/Business Case:** To provide for the preparation of a master plan (including lease overlay map) and the update of the ALP and the Exhibit A property map.

**Benefit:** Will meet current FAA standards and requirements.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% OWAA Funds.

**Commitment Level:** The contract is for a fixed cost.

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

\* Denotes a non-standard contract/amendment

**Cost Reduction:** The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 48750.

4. AERONAUTICS AND FREIGHT (Aeronautics) – Installation of Fencing and AWOS

Contract (2010-0132) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the installation of perimeter fencing (phase 1) and the replacement of an automated weather observation system (AWOS) at the Mason-Jewett Field in Mason, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$157,950. Source of Funds: FAA Funds (via block grant) - \$150,052; State Restricted Aeronautics Funds - \$3,949; CRAA Funds - \$3,949.

**Criticality:** The fencing portion of the project will provide safety for both air activity and ground personnel by providing animal control and security on the airfield. The installation of the AWOS components will enhance airport operational safety and improve the efficiency of aviation operations. The accurate, timely information provided by the system is essential to the safe operation of the airport since weather conditions often rapidly change. The information provided is beneficial to both air traffic and those on the ground.

**Purpose/Business Case:** To provide for the development of engineering plans, the construction of perimeter fencing (phase 1), and the replacement of AWOS components.

**Benefit:** Will enhance airport safety.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% CRAA Funds.

**Commitment Level:** The contract is for a fixed cost.

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

**Cost Reduction:** The perimeter fencing will be bid through MDOT and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 48854.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Obstruction Removal

Contract (2010-0135) between MDOT and the Oceana County Board of Commissioners will provide federal and state grant funds for obstruction removal on runway 33 at the Oceana County Airport in Hart, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$4,500. Source of Funds: FAA Funds (via block grant) - \$4,275; State Restricted Aeronautics Funds - \$112; Oceana County Funds - \$113.

**Criticality:** This project will provide an obstruction-free approach to the runway, as mandated by the FAA, and will increase the safety margin for aeronautical activity. Delaying the project could promote unsafe airport conditions by not addressing known obstructions.

**Purpose/Business Case:** To provide for obstruction removal on runway 33 (controlled burn method).

**Benefit:** Will enhance airport safety.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Oceana County Funds.

**Commitment Level:** The contract is for a fixed cost.

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

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

**Selection:** N/A.

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

**Zip Code:** 49455.

6. AERONAUTICS AND FREIGHT (Aeronautics) – Rehabilitation of Beacon and Apron  
Contract (2010-0137) between MDOT and the Hastings City/Barry County Airport Commission (HCBCAC) will provide federal and state grant funds for the rehabilitation of the beacon and for the development of engineering plans for and the rehabilitation and expansion of the apron at the Hastings City/Barry County Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$85,000. Source of Funds: FAA Funds (via block grant) - \$80,750; State Bond Funds - \$2,125; HCBCAC Funds - \$2,125.

**Criticality:** Rehabilitation of the beacon is necessary for flight operations during hours of darkness. The rehabilitation and expansion of the apron will increase the capacity for passenger operations and services and create a safer and more efficient system.

**Purpose/Business Case:** To provide for the rehabilitation of the beacon and for the development of engineering plans for and the rehabilitation and expansion of the apron.

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

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% HCBCAC Funds.

**Commitment Level:** The contract is for a fixed cost.

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

**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49058.

7. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work  
Authorization (39009-109296) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Incorporated (GTW) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 29th Street in Kalamazoo County, Michigan. 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. 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 Kalamazoo County Road Commission and approved on November 23, 2009. The total cost of the project is estimated at \$170,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$119,000; FY 2010 State Restricted Trunkline Funds - \$51,000.

**Criticality:** In November 2009, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Purpose/Business Case:** To provide funding for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GTW with 29th Street in Kalamazoo County, Michigan.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, GTW, and MDOT's Rail Safety Section.

**Funding Source:** FHWA Funds- \$119,000; FY 2010 State Restricted Trunkline Funds- \$51,000.

**Commitment Level:** The authorization cost is based on GTW'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 GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Kalamazoo County Road Commission.

**Selection:** N/A.

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

**Zip Code:** 49088.

8. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work  
Authorization (82048-109297) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Incorporated (GTW) will provide funding for the installation of flashing-light signals with a cantilever at the grade crossing of Huron River Drive in Wayne County, Michigan. 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. 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 Wayne County Department of Public Services and approved on December 9, 2009. The total cost of the project is estimated at \$170,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$119,000; FY 2010 State Restricted Trunkline Funds - \$51,000.

**Criticality:** In December 2009, members of a review team determined that flashing-light signals with a cantilever needed to be installed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Purpose/Business Case:** To provide funding for the installation of flashing-light signals with a cantilever at the existing grade crossing of GTW with Huron River Drive in Wayne County, Michigan.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Wayne County Department of Public Services, GTW, and MDOT's Rail Safety Section.

**Funding Source:** FHWA Funds- \$119,000; FY 2010 State Restricted Trunkline Funds- \$51,000.

**Commitment Level:** The authorization cost is based on GTW'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 GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Wayne County Department of Public Services.

**Selection:** N/A.

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

**Zip Code:** 48173.

9. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (77049-109295) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Vine Street in the City of St. Clair, Michigan. 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. 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 St. Clair and approved on November 24, 2009. The total cost of the project is estimated at \$300,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$210,000; FY 2010 State Restricted Trunkline Funds - \$90,000.

**Criticality:** In November 2009, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Purpose/Business Case:** To provide funding to add-flashing-light signals and half-roadway gates at the existing grade crossing of CSX with Vine Street in the City of St. Clair, Michigan.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of St. Clair, CSX, and MDOT's Rail Safety Section.

**Funding Source:** FHWA Funds- \$210,000; FY 2010 State Restricted Trunkline Funds- \$90,000.

**Commitment Level:** The authorization cost 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 St. Clair.

**Selection:** N/A.

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

**Zip Code:** 49079.

10. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work  
Authorization (58005-109579) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the removal of side-of-street flashers and the addition of a cantilever at the NS grade crossing of Erie Road in Monroe County, Michigan. 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. The crossing is also interconnected with another railroad's tracks. 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 Monroe County Road Commission and approved on January 5, 2010. The total cost of the project is estimated at \$225,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$135,000; FY 2010 State Restricted Trunkline Funds - \$90,000.

**Criticality:** In December 2009, members of a review team determined that the interior side-of-street flashers needed to be removed and a cantilever needed to be added to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Purpose/Business Case:** To provide funding for the removal of the interior side-of-street flashers and the addition of a cantilever at the existing grade crossing of NS with Erie Road in Monroe County, Michigan.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

**Funding Source:** FHWA Funds- \$135,000; FY 2010 State Restricted Trunkline Funds- \$90,000.

**Commitment Level:** The authorization cost is based on NS'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 NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

**Selection:** N/A.

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

**Zip Code:** 48133.

11. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work  
Authorization (58005-109588) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the removal of side-of-street flashers and the addition of a cantilever at the NS grade crossing of Luna Pier Road in Monroe County, Michigan. 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. The crossing is also interconnected with another railroad's tracks. 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 Monroe County Road Commission and approved on January 5, 2010. The total cost of the project is estimated at \$275,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$165,000; FY 2010 State Restricted Trunkline Funds - \$110,000.

**Criticality:** In December 2009, members of a review team determined that the interior side-of-street flashers needed to be removed and a cantilever needed to be added to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Purpose/Business Case:** To provide funding for the removal of the interior side-of-street flashers and the addition of a cantilever at the existing grade crossing of NS with Luna Pier Road in Monroe County, Michigan.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

**Funding Source:** FHWA Funds- \$165,000; FY 2010 State Restricted Trunkline Funds- \$110,000.

**Commitment Level:** The authorization cost is based on NS'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 NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

**Selection:** N/A.

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

**Zip Code:** 48133.

12. \*EXECUTIVE - TRAC Scholarships

Contract (2010-0134) between MDOT and the Regents of the University of Michigan will provide one-time university scholarships for students who successfully complete Transportation and Civil Engineering (TRAC) Program summer internships with MDOT, choose to study civil engineering at the university, and are accepted by the university. The TRAC Program integrates transportation and civil engineering concepts into middle and high school science, mathematics, and social science classes to engage students in real world applications, problem solving, and critical thinking and to encourage them to consider careers in transportation and civil engineering. MDOT is offering summer internships to students who have completed middle/high school classes that used the TRAC Program. For each academic year of the contract, the university will provide one-time scholarships of \$2,500 each for up to five students. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$37,500. Source of Funds: 100% University of Michigan Funds.

**Criticality:** The transportation industry expects to experience a shortage of civil engineers in the near future because the average civil engineer is within ten years of retirement. This contract will support the educational development of civil engineers by offering one-time university scholarships for up to 15 civil engineering students.

**Purpose/Business Case:** This contract is with a civil engineering accredited university that will donate one-time scholarships for TRAC Program summer internship students to pursue their education in civil engineering. In order to be eligible for the scholarships, students must attend middle/high school classes that use the TRAC Program, successfully complete summer

**Benefit:** By engaging students in real-world transportation and civil engineering concepts and problem-solving, the TRAC Program connects middle/high school and college students to the working world of transportation and inspires them to consider careers in transportation and civil engineering.

**Funding Source:** 100% University of Michigan Funds.

**Commitment Level:** One-time scholarships funded entirely by the university.

**Risk Assessment:** Through the TRAC Program, MDOT is creating a pathway from middle/high school through college to encourage students' interests in and help them prepare for careers in civil engineering as a way of counteracting the anticipated shortage of civil engineers in the transportation industry. If the contract is not approved, MDOT will lose an opportunity to address the anticipated shortage of civil engineers in the near future at no cost to MDOT.

**Cost Reduction:** N/A. The scholarships are funded entirely by the university.

**Selection:** N/A.

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

**Zip Code:** 48909.

\* Denotes a non-standard contract/amendment

13. HIGHWAYS – IDS Time Extension

Amendatory Contract (2004-0161/A4) between MDOT and Bergmann Associates, Inc., will extend the term of the indefinite delivery of service (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including design work under authorization (Z12). (See following item.) The original contract provides for engineering services for which the consultant is prequalified 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 April 7, 2004, through April 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:** If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z12), and the design services under authorization (Z12) cannot be completed.

**Purpose/Business Case:** To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. 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, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including design services under authorization (Z12).

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

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

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

**Zip Code:** 48909.

14. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z12/R3) under Contract (2004-0161) between MDOT and Bergmann Associates, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the consultant will be asked to update the design plans after MDOT determines the actual letting date. This project is part of the M-85 corridor project and will be let with the road reconstruction project (JN 072409). The original authorization provides for design services to be performed for the rehabilitation of bridges on M-85 northbound over the Sexton Kilfoil Drain (B03-1) and on M-85 southbound over the Sexton Kilfoil Drain (B03-2) in Wayne County (CS 82211 – JN 84020D). The revised authorization term will be August 9, 2005, through April 7, 2011. The authorization amount remains unchanged at \$360,599.08. The revised contract term is April 7, 2004, through April 7, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The authorization must be extended to provide sufficient time for the consultant to update the design plans. Increasing traffic volumes and poor bridge conditions make rehabilitation of the bridge decks critical.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to update the design plans.

**Benefit:** The additional time will allow the consultant to update the design plans after MDOT determines the letting date. The rehabilitation work will improve the condition of the bridges, extend the service lives of the bridges, and enhance highway safety.

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

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** If the revision is not approved, the consultant cannot update the design plans. The rehabilitation work is essential for traveler safety.

**Cost Reduction:** Costs in professional service contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract 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:** 48146.

15. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R5) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project requires a more robust fix (reconstruction). The original authorization provides for design services to be performed for the rehabilitation of M-3 for 2.26 miles from the Clinton River to Sandpiper Street in the City of Mount Clemens and in Clinton Township, Macomb County (CS 50051 - JN 60444C). The revised authorization term will be August 23, 2005, through April 4, 2011. The authorization amount remains unchanged at \$495,456.49. The contract term is April 5, 2005, through April 4, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The authorization will expire on April 4, 2010. The authorization must be extended to allow the continuation of the design services, to meet the design schedule, and to maintain the proposed letting date.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services.

**Benefit:** The design services can be completed.

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

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

**Risk Assessment:** If the revision is not approved, the design services cannot be completed.

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

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

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

**Zip Code:** 48043.

16. HIGHWAYS – IDS University Research Services

Authorization Revision (Z3/R1) under Contract (2006-0413) between MDOT and Michigan State University will extend the authorization term by approximately 11 months to provide sufficient time for the university to complete the research project. The additional time is needed because monitoring is dependent upon flood events that have not occurred yet at the locations being measured. The original authorization provides for a critical evaluation of bridge scour for Michigan-specific conditions. The revised authorization term will be March 12, 2007, through March 12, 2010. The authorization amount remains unchanged at \$118,514.72. The contract term is September 12, 2006, through September 11, 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:** If this revision is not approved, MDOT will be using data that does not include data collected during extreme flood events because these events have not occurred in the locations being measured.

**Purpose/Business Case:** To extend the authorization term by approximately 11 months to provide sufficient time for the university to collect additional data for use in parametric evaluation of bridge scour prediction equations and in calibrating Hydraulic Engineering Circular Number 18 (HEC-18) equations.

**Benefit:** Will provide sufficient time for the university to complete the project with additional Michigan-specific data.

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

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

**Risk Assessment:** If this revision is not approved, the limited amount of Michigan-specific data already collected will limit the effectiveness of the calibration of the HEC-18 equations.

**Cost Reduction:** Actual cost basis.

**Selection:** N/A.

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

**Zip Code:** 48909.

17. HIGHWAYS - Time Extension

Amendatory Contract (2007-0628/A3) between MDOT and URS Corporation Great Lakes will extend the contract term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the pavement fix type has been changed from roadway rehabilitation (milling and resurfacing) to roadway reconstruction. The original contract provides for design services to be performed for the rehabilitation of M-39 and the rehabilitation of 21 bridges over M-39 from I-94 northerly to McClung Street in the cities of Detroit and Southfield, Wayne and Oakland Counties. The revised contract term will be February 22, 2008, through April 1, 2011. The contract amount remains unchanged at \$6,162,315.47. Source of Funds: 81.21% Federal Highway Administration Funds and 18.79% State Restricted Trunkline Funds.

**Criticality:** Additional time is needed in order to accommodate the change in scope from roadway rehabilitation (milling and resurfacing) to roadway reconstruction and to meet the project schedule.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the pavement fix type has been changed from roadway rehabilitation (milling and resurfacing) to roadway reconstruction.

**Benefit:** The consultant will be able to complete the design work in accordance with the revised scope of work and provide a high quality set of plans for the project.

**Funding Source:** 81.21% Federal Highway Administration Funds and 18.79% 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 and the consultant does not have sufficient time to complete the design work in accordance with the revised scope of work, MDOT's ability to provide a quality set of plans to the contractor will be compromised.

**Cost Reduction:** Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract 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:** 48219 and 48235.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z25) under Contract (2008-0509) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the noise barrier construction and landscaping work on M-53 northbound from 18 Mile Road to Utica Road in the City of Sterling Heights, Macomb County (CS 50011 - JN 75865A). The work will include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through September 21, 2011. The authorization amount will be \$187,999.92. The contract term is September 22, 2008, through September 21, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Full construction engineering services are critical to the successful completion of this MDOT project. The consultant will ensure that the construction project meets all federal and state requirements.

**Purpose/Business Case:** To provide for full construction engineering services for noise barrier and landscaping work on M-53 northbound from 18 Mile Road to Utica Road in the City of Sterling Heights, Macomb County. The work will include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records.

**Benefit:** Construction of the noise barriers will reduce roadway noise and enhance 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 the authorization is not approved, the construction will proceed without the appropriate inspection, testing, and quality assurance. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48310.

19. HIGHWAYS – IDS Engineering Services

Authorization (Z5) under Contract (2009-0079) between MDOT and HH Engineering, Ltd., will provide for design services to be performed for the complete pedestrian structure replacement of the Frisbee Walkover over US-24 (Telegraph Road) in the City of Detroit, Wayne County (CS 82053 –JN 106612D). The work will include design work for the complete removal and replacement of the existing pedestrian bridge, including the approach ramps, maintenance of traffic by part-width construction, and a right-of-way survey. The authorization will be in effect from the date of award through December 1, 2011. The authorization amount will be \$237,769.75. The contract term is December 2, 2008, through December 1, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** The pedestrian structure is structurally deficient. Poor elements on the structure could result in unsafe conditions.

**Purpose/Business Case:** To provide for design services to be performed for the replacement of the Frisbee Walkover over US-24 (Telegraph Road) in the City of Detroit, Wayne County. The intent of this project is to eliminate unsafe conditions by upgrading the structure to meet current design and geometric standards.

**Benefit:** Will enhance the safety of the pedestrians traveling on the structure and all traffic traveling beneath.

**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.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** Poor elements on this structure could result in failure of the functionality if the structure is not replaced now. The structure could eventually require restricted access or closure.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48219.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2009-0177) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed technical assistance services to be performed for the Muskegon Transportation Service Center (TSC) at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. The services will include work to close out projects after construction in accordance with MDOT guidelines. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$235,326.89. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The as-needed technical assistance services will allow the Muskegon TSC to ensure that highway construction projects are completed in accordance with state and federal guidelines.

**Purpose/Business Case:** To provide for as-needed technical assistance services to be performed for the Muskegon TSC at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. The services will include work to close out projects after construction in accordance with MDOT guidelines.

**Benefit:** Will allow MDOT to close out projects in accordance with state and federal standards. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

**Risk Assessment:** If this authorization is not approved, MDOT may not be able to close out projects to meet state and federal guidelines for construction oversight and the administration of highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49444.

21. HIGHWAYS - Participation for Local Agency Contract  
 Contract (2009-5652) between MDOT and the Wexford County Road Commission will provide for participation in the following improvements:

Emergency slope washout and culvert repair work along South Mackinaw Trail Highway approximately 0.5 miles north of the south county line and along East 8 Road approximately 0.75 miles west of 33rd Road.

Estimated Funds:

Federal Highway Administration Funds	<u>\$88,088</u>
Total Funds	<u>\$88,088</u>

ER 83100 - 105585  
 Local Force Account

**Criticality:** This contract provides for the reimbursement of federal funds to the County for the performance of construction work associated with the temporary repair of a roadway necessitated by damage resulting from the occurrence of a natural disaster over a wide area.

**Purpose/Business Case:** To reimburse the County for costs incurred in the performance of emergency work essential to public safety.

**Benefit:** Will allow the County to be reimbursed for eligible costs of emergency work associated with the temporary repair of a roadway.

**Funding Source:** Federal Emergency Relief Funds.

**Commitment Level:** 100% federal.

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

**Cost Reduction:** Costs incurred by the County for temporary emergency work are reviewed to make sure they are reasonable and valid.

**Selection:** N/A.

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

**Zip Code:** 49601.

22. HIGHWAYS - Participation for Local Agency Contract  
 Contract (2009-5675) between MDOT and the Lake County Road Commission will provide for participation in the following improvements:

Emergency culvert replacement work along West 11 Mile Road approximately 450 feet east of Pomeroy Spring Road.

Estimated Funds:

Federal Highway Administration Funds	\$23,308
Lake County Road Commission Funds	<u>\$ 5,827</u>
Total Funds	<u>\$29,135</u>

ER 43100 - 105587  
 Local Force Account

\* Denotes a non-standard contract/amendment

**Criticality:** This contract provides for the reimbursement of federal funds to the County for the performance of construction work associated with the repair of a roadway necessitated by damage resulting from the occurrence of a natural disaster over a wide area.

**Purpose/Business Case:** To reimburse the County for costs incurred in the performance of emergency work essential to public safety.

**Benefit:** Allows the County to be reimbursed for eligible costs of emergency work associated with the repair of a roadway.

**Funding Source:** Federal Emergency Relief Funds and Lake County Road Commission Funds.

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

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

**Cost Reduction:** Costs incurred by the County for emergency work are reviewed to make sure they are reasonable and valid.

**Selection:** N/A.

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

**Zip Code:** 49644.

23. HIGHWAYS - Participation for Local Agency Force Account Work

Contract (2009-5696) between MDOT and the City of Crystal Falls will provide for funding participation in the following Transportation Enhancement improvements:

Removal and replacement of street lighting along Highway US-2/US-141 between the intersection with Highway US-141 (Tobin-Alpha Road) and Sheldon Street.

Estimated Funds:

Federal Highway Administration Funds	\$23,245
State Restricted Trunkline Funds	<u>\$ 5,155</u>
Total Funds	<u>\$28,400</u>

NH 36022 – 84204; Iron County  
Force account work

**Criticality:** Relocation of this work is required in order to allow maintenance of traffic during the reconstruction of US-2. Delaying this project would delay reconstruction work on US-2.

**Purpose/Business Case:** The City of Crystal Falls to perform or cause to be performed removal and replacement of street lighting in preparation for MDOT's US-2/US-141 construction project.

**Benefit:** Having the City perform utility improvements will allow the US-23 construction project to commence without delays.

**Funding Source:** Federal Highway Administration Funds and State Trunkline and Bridge Construction funds.

**Commitment Level:** 81.85% federal; 18.15%; based on estimate.

**Risk Assessment:** Without this contract, the US-2/US-141 road construction project cannot commence.

**Cost Reduction:** Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Utility relocation.

**Zip Code:** 49920.

24. \*HIGHWAYS - Design Services

Contract (2010-0066) between MDOT and Wade Trim Associates, Inc., will provide for design services to be performed for the rehabilitation of M-97 (Groesbeck Highway) from south of Hayes Road to 14 Mile Road in the cities of Warren, Roseville, and Fraser, Macomb County (CS 50031 – JN 45735C). The work items will include milling and hot mix asphalt (HMA) resurfacing curb and gutter replacement, sidewalk construction, Americans with Disabilities Act (ADA) compliant ramp installation, traffic signal replacement, access management, pedestrian grid removal, and drainage improvements. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$1,392,977.16. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Without the services of the design consultant, the project would be delayed and federal funding could be lost.

**Purpose/Business Case:** To provide for the rehabilitation of M-97 (Groesbeck Highway) from south of Hayes Road to 14 Mile Road in the cities of Warren, Roseville, and Fraser, Macomb County. With the rehabilitation, the service life of this roadway will be extended 15 to 20 years. This roadway carries 36,000 vehicles per day.

**Benefit:** The rehabilitation of M-97 will improve ride quality and safety; it will greatly enhance pedestrian 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 the services are not provided, maintenance costs will increase for repair services that can no longer be effective, and an opportunity will be lost to increase safety. Federal funding could be jeopardized.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48066.

25. HIGHWAYS - IDS Engineering Services

Contract (2010-0138) between MDOT and Wilbur Smith Associates, Inc., Michigan 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.

26. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2010-5036) between MDOT and the Alger County Road Commission will provide for participation in the following improvements:

Tree removal and guardrail installation work along Connors Road from Miller Road northerly approximately 0.8 miles.

Estimated Funds:

Federal Highway Administration Funds	\$56,968
Alger County Road Commission Funds	<u>\$ 6,330</u>
Total Funds	<u>\$63,298</u>

HRRR 02609 - 107949  
 Local Force Account

**Criticality:** This work is intended to protect vehicular traffic. Delaying this project would adversely affect the safety of motorists.

**Purpose/Business Case:** To improve roadside safety.

**Benefit:** Improved roadside safety.

**Funding Source:** Federal High Risk Rural Roads Funds and Alger County Road Commission Funds.

**Commitment Level:** 90% federal, 10% Alger 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 roadside.

**Zip Code:** 49862.

27. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2010-5069) between MDOT and the City of Manistee will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Resurfacing work along Veterans Oak Grove Drive from Washington Street to Lakeshore Drive and along Glocheski Drive from Washington Street looping back to Washington Street.

This contract is for the construction portion only. When the project is complete, the remaining local minimum match of \$102,500 will be met through a combination of local participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering.

Estimated Funds:

State Restricted TED Funds	<u>\$378,000</u>
Total Funds	<u>\$378,000</u>

EDA 51522 – 108928; Manistee 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 TED Funds.

**Commitment Level:** 100% state up to \$378,000 and the balance, if any, by the City of Manistee; based on estimate.

**Risk Assessment:** Without this contract, development opportunities could be lost.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

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

**Zip Code:** 49660.

28. \*HIGHWAYS (Real Estate) – Increase Leased Space and Revenue Amount

Amendatory Contract (2006-0297/A2) between MDOT and Buckland Global Trade Services, Inc., will provide for the lease of additional space of approximately 238 square feet to Buckland Global Trade Services, Inc., and will increase the revenue amount by \$9,639 per year. The original contract provides for MDOT to lease office space to Buckland Global Trade Services, Inc., for a customs broker office at the Blue Water Bridge Plaza in Port Huron, Michigan at a rate of \$9,922.50 per year for ten years. The original lease was expanded by 245 square feet in July 2006 for a total annual rent amount of \$19,278. The placement of a customs brokerage office at the Blue Water Bridge provides for an accelerated processing of customs inspections for the commercial trucking industry, which keeps traffic flowing across the international border crossing at a faster pace. Buckland Global Trade Services, Inc., wishes to expand its customs brokerage operation and has requested the use of additional office space at the Blue Water Bridge Plaza. MDOT has identified space that is currently vacant. The contract term remains unchanged, September 1, 2001, through August 31, 2011. The revised revenue amount will be \$164,288.25.

**Criticality:** Additional leased space will provide for an increase in revenue for the state.

**Purpose/Business Case:** The purpose of leasing MDOT office space to customs brokers firms at the Blue Water Bridge international border crossing is to provide accelerated processing of customs inspections for the commercial trucking industry, thereby keeping traffic flowing across the bridge at a faster pace. The lease is revenue-producing.

**Benefit:** The utilization of MDOT-owned available office space at the Blue Water Bridge international border crossing will keep traffic moving across the bridge at a faster pace. MDOT benefits by receiving revenue.

**Funding Source:** The lease is revenue-generating.

**Commitment Level:** Leases are appraised to determine fair market lease rates. The established lease rate is applied to the lease.

**Risk Assessment:** If MDOT doesn't lease office space to customs brokers at the Blue Water Bridge international border crossing, traffic movement across the bridge will be considerably backed up. Additionally, revenue will be reduced.

**Cost Reduction:** The state charges fair market value lease rates- revenue producing.

**Selection:** N/A.

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

**Zip Code:** 48060.

29. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z23/R1) under Master Agreement (2002-0041) between MDOT and the Greater Lapeer Transportation Authority (GLTA) will move \$167,755 in federal and state funding from the facility construction line item to the bus procurement line item, change the bus procurement line item from four buses to up to six buses, and extend the authorization term by nine months to provide sufficient time for GLTA to complete the project. The state approved the procurement of two additional revenue vehicles, and extending the authorization term will provide sufficient time for GLTA to complete the procurement. The original authorization provides state matching funds for GLTA's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 30, 2007, through December 29, 2010. The authorization amount remains unchanged at \$605,750. The toll credit amount remains unchanged at \$10,400. 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 - \$495,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$110,750.

**Criticality:** Approval of this revision will allow GLTA to procure the necessary transportation infrastructure.

**Purpose/Business Case:** To move \$167,755 in federal and state funding from the facility construction line item to the bus line item, change the bus line item from four buses to up to six buses, and extend the authorization term by nine months to provide sufficient time for GLTA to complete the procurement of two revenue vehicles.

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

**Funding Source:** FTA Funds - \$495,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$110,750.

**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:** 48446.

30. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z10/R1) under Master Agreement (2005-0345) between MDOT and the Roscommon County Transportation Authority (RCTA) will extend the authorization term by six months to provide sufficient time for the RCTA to complete the vehicle purchase.

The project was delayed until additional funds became available to complete the purchase. The original authorization provides state matching funds for the RCTA's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from March 30, 2007, through September 29, 2010. The authorization amount remains unchanged at \$228,900. The toll credit amount remains unchanged at \$14,880. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$198,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,900.

**Criticality:** Approval of this revision will allow the RCTA to complete the purchase of a bus in order to maintain service levels.

**Purpose/Business Case:** To extend the authorization term by six months to provide sufficient time for the RCTA to complete the bus purchase.

\* Denotes a non-standard contract/amendment

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

**Funding Source:** FTA Funds - \$198,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,900.

**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:** 48651.

31.- PASSENGER TRANSPORTATION - Section 5309 Program

34. The following project authorization revisions issued under master agreements between MDOT and the following agencies will redistribute \$270,000 (\$216,000 in federal funds and \$54,000 in state funds) among these agencies based on a reallocation of the FY 2008 Federal Section 5309 Capital Discretionary Program grant funds. Funding will be reduced for the Crawford County Transportation Authority because of a change in project scope from construction of a new facility to renovation of an existing building with facility improvements. The reallocation of this funding will provide for facility construction for the City of Hancock and for the purchase of additional replacement vehicles for the Charlevoix County Board of Commissioners. In addition, a funding adjustment will be made to add parking lot paving and architectural and engineering (A&E) services line items for the ALTRAN Transit Authority. The original authorizations provide FY 2008 Federal Section 5309 Capital Discretionary Program grant funds to the agencies for the administration of the program on behalf of MDOT. The authorization terms remain unchanged, September 25, 2008, through September 24, 2011. The total amount of the authorizations remains unchanged at \$1,818,539. The toll credit amount remains unchanged at \$7,160. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,461,990; FY 2003, FY 2008, and FY 2009 State Restricted Comprehensive Transportation Funds - \$356,549.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
31.	2007-0159/Z9/R2	ALTRAN Transit Authority	Up to one replacement bus w/lift	\$25,000
			Wash bay	\$50,000
			Purchase an existing storage building	\$130,000
			Pave parking lot	\$63,950
			A&E services	\$6,050
32.	2007-0190/Z3/R2	Charlevoix County Board of Commissioners	Up to six replacement buses w/lifts	\$418,318
			One replacement van w/lift	\$28,500

33.	2007-0198/Z5/R1	Crawford County Transportation Authority	Construction engineering Facility improvement	\$60,000 \$273,273
34.	2007-0219/Z3/R2	Hancock, City of	Up to one replacement bus w/lift One administrative vehicle Facility construction A and E design and inspection service - facility Furniture Power washer Hoist Tools	\$50,000 \$24,800 \$592,398 \$50,000 \$8,000 \$4,000 \$31,250 \$3,000

**Criticality:** Approval of these authorization revisions will allow the transit agencies to make facility improvements and procure vehicles that are needed to replace buses that have reached the ends of their useful lives. Items are needed to ensure efficient transportation service and passenger safety.

**Purpose/Business Case:** To provide for a reallocation of funding for capital items under the FY 2008 Federal Section 5309 Capital Discretionary Program grant.

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

**Funding Source:** FTA Funds - \$1,461,990; FY 2003, FY 2008, and FY 2009 State Restricted Comprehensive Transportation Funds - \$356,549.

**Commitment Level:** Authorization amounts are based on cost estimates.

**Risk Assessment:** The risk of not approving these revisions 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:** These are not new projects.

**Zip Code:** 48909

35. PASSENGER TRANSPORTATION - Marine Capital Program

Project Authorization (Z20) 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 vessel systems upgrades, terminal upgrades, and contingencies, including emergency repairs. The authorization will be in effect from the date of award through three years. The authorization amount will be \$159,075. 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 2010 State Restricted Comprehensive Transportation Funds - \$143,167; EUPTA Funds - \$15,908.

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

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

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

**Funding Source:** FY 2010 State Restricted Comprehensive Transportation Funds - \$143,167; EUPTA Funds - \$15,908.

**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.

\* Denotes a non-standard contract/amendment

**Selection:** N/A.

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

**Zip Code:** 49783.

36. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z9/R1) under Master Agreement (2007-0216) between MDOT and the Greater Lapeer Transportation Authority (GLTA) will change the bus line item from two replacement buses with lifts to up to one replacement bus with lift, add a line item for facility renovation, and move \$173,700 from the vehicle line item to fund the facility renovation line item. These changes will more accurately reflect the revised scope of the project and GLTA's changing priorities. The original authorization provides state matching funds for GLTA's FY 2008 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, September 25, 2008, through September 24, 2011. The authorization amount remains unchanged at \$245,000. 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 2006 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$196,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$49,000.

**Criticality:** Approval of this revision will allow GLTA to complete the transportation infrastructure projects.

**Purpose/Business Case:** To change the bus line item from two replacement buses with lifts to up to one replacement bus with lift, add a line item for facility renovation, and move \$173,700 from the vehicle line item to fund the facility renovation line item.

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

**Funding Source:** FTA Funds - \$196,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$49,000.

**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:** 48446.

37. \*PASSENGER TRANSPORTATION – Time Extension

Amendatory Contract (2008-0012/A2) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will extend the contract term by approximately 18 months to provide sufficient time for SEMCOG to complete the project (2 days retroactive). The additional time is needed because the initial capacity analysis determined that the previously selected location for a passing siding is environmentally problematic. An additional capacity analysis will determine a better location for the passing siding and will include an analysis of the freight movements of the Canadian National Railroad. The Canadian National Railroad's freight movements were not included in the first capacity analysis; it has since been determined that this analysis would benefit the project. The completed Ann Arbor to Detroit route/system analysis will help to determine the infrastructure and operational improvements needed to accommodate commuter rail service. The original contract provides federal and state funding to SEMCOG for the undertaking of activities to implement a demonstration commuter rail service between Ann Arbor and Detroit. The contract amount remains unchanged at \$550,694. The toll credit amount remains unchanged at \$90,000. The revised contract term will be November 8, 2007, through August 31, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds - \$450,000; FY 2008 State Restricted Comprehensive Transportation (CTF) Funds - \$100,694.

**Criticality:** Approval of this amendment will allow SEMCOG to complete activities associated with the implementation of the Ann Arbor to Detroit commuter rail demonstration project, which is scheduled for the fall of 2010.

**Purpose/Business Case:** To extend the contract term by 18 months to provide sufficient time for SEMCOG to complete the necessary analysis associated with determining the infrastructure and operational improvements needed to implement commuter rail service between Ann Arbor and Detroit.

**Benefit:** The activities associated with this contract will lead to the implementation of a demonstration project.

**Funding Source:** FHWA Funds - \$450,000; FY 2008 State Restricted CTF Funds - \$100,694.

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

**Risk Assessment:** If this amendment is not approved, SEMCOG will not be able to develop the demonstration project.

**Cost Reduction:** The implementation of the demonstration project could lead to funding under the FTA New Starts Program.

**Selection:** N/A.

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

**Zip Code:** 48226.

38. \*TRANSPORTATION PLANNING – Cab Car and Coach Refurbishment and Lease

Contract (2009-0489) between MDOT and Great Lakes Central Railroad, Inc., will provide for the refurbishment and lease of 8 cab cars and 16 coaches for the Ann Arbor-Detroit Regional Rail Project and the Washtenaw-Livingston Line Project (WALLY). Work items will include the refurbishment and delivery of cab cars and coaches. MDOT will lease the cars for up to five years. The contract will be in effect from the date of award through December 31, 2014. The contract amount will be \$7,406,866. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

**Criticality:** Refurbishment of the cab cars and coaches is necessary to make them ready for revenue service (the Ann Arbor-Detroit regional rail service and the Howell to Ann Arbor commuter rail service) scheduled to begin in October 2010.

**Purpose/Business Case:** To refurbish and lease cars and coaches as part of the Ann Arbor-Detroit Regional Rail project, which will provide service for a 38-mile corridor with three intermediate stations (Ypsilanti, Detroit Metro Airport, and Dearborn), and the WALLY project, which will provide service for a 27-mile corridor with three intermediate stations (Chilson, Hamburg, and Whitmore Lake). The refurbished cars are intended to provide an alternative mode of transportation to relieve congestion, conserve energy, and improve access in the I-94 and US-23 corridors. Once refurbished, the passenger rail cars will be leased from Great Lakes Central Railroad for a period of three years with the option to lease for two additional years.

**Benefit:** Each train set will be comprised of a locomotive, two coaches, and one cab car. The cab cars will permit the engineer to operate the train from non-locomotive end of the train so the train does not have to be turned around to go in the opposite direction. This project will create additional jobs with Great Lakes Central Railroad. The two commuter rail services will provide access to jobs in the Ann Arbor and downtown Detroit areas, and it is anticipated that these services will reduce congestion on I-94 and US-23.

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

**Commitment Level:** This is a fixed unit price contract.

**Risk Assessment:** If this contract is not approved, the passenger rail cars will not be available for the implementation of the rail service between Ann Arbor and Detroit by October 2010.

**Cost Reduction:** N/A.

**Selection:** Best value.

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

**Zip Code:** 48867.

### SUBCONTRACTS

39.	<b>Darcy Weber</b> <b>303 North 1<sup>st</sup> Street</b> <b>Manistique, MI 49854</b>	<b>Low Bid:</b>	<b>\$ 127,140</b>
		<b>1<sup>st</sup> Year:</b>	<b>\$ 42,380</b>
		<b>2<sup>nd</sup> Year:</b>	<b>\$ 42,380</b>
		<b>3<sup>rd</sup> Year:</b>	<b>\$ 42,380</b>

**Description of Work: Rest Area Janitorial and Grounds Maintenance**

Approval is requested to authorize the Delta County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the Garden Rest Area on US-2 in Delta County. Costs are based on a set unit cost and remain fixed throughout the term of the contract. The Delta County Road Commission found the costs to be reasonable and competitive with costs in surrounding counties. The project was advertised, and six bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through March 31, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If the services are not performed, the rest area building and grounds will not be properly maintained. This work is needed to keep the rest area open for the public to use.

**Purpose/Business Case:** This contract will provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at three roadside parks in Delta County.

**Benefit:** Will provide for a safe, clean, and properly supplied tourist facility.

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

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

**Risk Assessment:** If the work is not performed, the rest area could become unsafe.

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

\* Denotes a non-standard contract/amendment

**Selection:** Low bid.

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

**Zip Code:** 49854.

40.	<b>Dependable Tree &amp; Maintenance Service, LLC 8555 Vergennes Road, SE Ada, MI 49301</b>	<b>Low Bid:</b>	<b>\$ 598,914</b>
		<b>1<sup>st</sup> year:</b>	<b>\$ 199,638</b>
		<b>2<sup>nd</sup> year:</b>	<b>\$ 199,638</b>
		<b>3<sup>rd</sup> year:</b>	<b>\$ 199,638</b>
		<b>Engineer's Estimate :</b>	<b>\$ 859,500</b>
		<b>Over/Under:</b>	<b>-30.3%</b>

**Description of Work: Bridge Operation**

Approval is requested to authorize the Ottawa County Road Commission to award a three-year subcontract for the operation of the US-31 bascule bridge, which carries US-31 traffic over the Grand River. The project was advertised, and nine bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The services are critical to keeping the bascule bridge operational and maintaining safety for traffic on US-31.

**Purpose/Business Case:** To provide for the operation of the bascule bridge.

**Benefit:** Will provide for the operation of the bascule bridge, which will help to ensure safe travel over the Grand River.

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

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

**Risk Assessment:** If the services are not provided, the bridge will not be operational.

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

**Selection:** Low bid.

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

**Zip Code:** 49301.

41.	<b>Jon Berry 622 Grant Germfask, MI 49836</b>	<b>Low Bid:</b>	<b>\$ 121,500</b>
		<b>1<sup>st</sup> Year:</b>	<b>\$ 40,500</b>
		<b>2<sup>nd</sup> Year:</b>	<b>\$ 40,500</b>
		<b>3<sup>rd</sup> Year:</b>	<b>\$ 40,500</b>

**Description of Work: Rest Area Janitorial and Grounds Maintenance**

Approval is requested to authorize the Schoolcraft County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the Seney Rest Area in Schoolcraft County. Costs are based on a set unit cost per square foot and remain fixed throughout the term of the contract. The Schoolcraft County Road Commission found the costs to be reasonable and competitive with costs in surrounding counties. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through February 28, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Criticality:** If the services are not performed, the rest area building and grounds will not be properly maintained. This work is needed to keep the rest area open for the public to use.

**Purpose/Business Case:** This contract will provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at three roadside parks in Schoolcraft County.

**Benefit:** Will provide for a safe, clean, and properly supplied tourist facility.

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

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

**Risk Assessment:** If the work is not performed, the rest area could become unsafe.

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

**Selection:** Low bid.

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

**Zip Code:** 49836.





47. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003076 \$ 452,336.45  
PROJECT ARL 31049-106078  
LOCAL AGRMT. 10-5068  
START DATE - 10 days after award  
COMPLETION DATE - SEPTEMBER 24, 2010

1.60 mi of hot mix asphalt crushing, shaping, and resurfacing, drainage, and traffic control on Pike River Road from Chassell/Painesdale Road to Lower Worham Road, Houghton County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

48. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003077 \$ 289,055.50  
PROJECT ARUL 77412-108671  
LOCAL AGRMT. 10-5100  
START DATE - 10 days after award  
COMPLETION DATE - AUGUST 20, 2010

0.17 mi of hot mix asphalt cold milling and resurfacing, aggregate shoulders, replacement of existing concrete box culvert, guardrail, and earth work on Ravenswood Road from Michigan Avenue to Huffman Drain in the city of Marysville, St. Clair County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

49. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003084 \$ 1,763,656.00  
PROJECT ARU 41401-104914  
LOCAL AGRMT. 10-5056  
START DATE - 10 days after award  
COMPLETION DATE - AUGUST 15, 2010

1.02 mi of road reconstruction including widening, concrete curb, gutter, sidewalk, and ramps, storm sewer, hot mix asphalt paving, and pavement markings on West River Drive from west of Jupiter Avenue to east of Verta Avenue, Kent County.

This project is funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required

50. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003085 \$ 641,646.00  
PROJECT ARU 50458-106724, ETC  
LOCAL AGRMT. 10-5106  
START DATE - 10 days after award  
COMPLETION DATE - JUNE 01, 2010

0.59 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, concrete curb and gutter replacement, and earthwork on Rathbone Avenue from Dickinson Street to Avery Street and on South Main Street from Robertson Street to Terry Street in the city of Mount Clemens, Macomb County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

51. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003087 \$ 343,490.50  
PROJECT ARU 58460-106744  
LOCAL AGRMT. 10-5017  
START DATE - 10 days after award  
COMPLETION DATE - JULY 16, 2010

Rehabilitation of culvert on Sterns Road at Springbrook Drain, Monroe County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

52. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003090 \$ 2,551,760.51  
PROJECT ARE 25402-106146, ETC  
LOCAL AGRMT. 10-5119  
START DATE - 10 days after award  
COMPLETION DATE - SEPTEMBER 15, 2011

2.69 mi of hot mix asphalt non-motorized pathway, concrete sidewalk, curb, and gutter, aggregate base, storm sewer, sanitary sewer, and watermain on Sunset Drive from Ballenger Highway to the Flint River in the city of Flint, Genesee County.

Portions of this project are funded with American Recovery and Reinvestment Act funds.

7.00 % DBE participation required

53. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003091 \$ 2,164,197.80  
PROJECT ARU 63459-106779  
LOCAL AGRMT. 10-5111  
START DATE - 10 days after award  
COMPLETION DATE - OCTOBER 15, 2010

2.14 mi of hot mix asphalt surfacing including aggregate base, storm sewer, concrete pavement, curb, and gutter, guardrail, and pavement markings on Inkster Road from Nine Mile Road northerly to Eleven Mile Road in the city of Southfield, Oakland County.

This project is funded with American Recovery and Reinvestment Act funds.

6.00 % DBE participation required

54. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003092 \$ 907,712.00  
PROJECT ARE 80900-106021  
LOCAL AGRMT. 10-5084  
START DATE - 10 days after award  
COMPLETION DATE - AUGUST 31, 2010

18.60 mi of limestone trail resurfacing, hot mix asphalt paving, grading, and pavement marking on Kal-Haven State Trail from 10th Street westerly to 44th Street in the village of Bloomingdale, Kalamazoo and Van Buren Counties.

This project is funded with American Recovery and Reinvestment Act funds.

3.00 % DBE participation required

55. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003093 \$ 326,259.50  
PROJECT ARUL 11400-107685  
LOCAL AGRMT. 10-5115  
START DATE - APRIL 15, 2010  
COMPLETION DATE - JUNE 04, 2010

0.23 mi of cold milling hot mix asphalt and resurfacing, storm sewer, concrete pavement, sidewalk ramps, fire hydrant, signing, and pavement markings on Broad Street from Lake Boulevard to State Street and from Main Street to Wayne Street in the city of St. Joseph, Berrien County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00 % DBE participation required

56. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003096 \$ 927,307.85  
PROJECT ARU 82457-106806  
LOCAL AGRMT. 10-5109  
START DATE - 10 days after award  
COMPLETION DATE - 80 working days

0.20 mi of road reconstruction including concrete pavement, drainage improvements, hot mix asphalt paving, traffic signal improvements, and concrete sidewalk ramps at the Warren Road and Lilley Road intersection, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

3.00 % DBE participation required

57. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003101 \$ 360,000.00  
PROJECT ARL 07076-82847  
LOCAL AGRMT. 10-5034  
START DATE - JUNE 07, 2010  
COMPLETION DATE - AUGUST 22, 2010

1.55 mi of aggregate base, hot mix asphalt crushing, shaping, paving, and traffic control on Lower Skanee Road from Westrom Road to Ohman Road, Baraga County.

This project is funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required

58. LETTING OF MARCH 05, 2010 ENGINEER ESTIMATE  
PROPOSAL 1003102 \$ 1,130,400.00  
PROJECT ARU 82457-107213  
LOCAL AGRMT. 10-5066  
START DATE - 10 days after award  
COMPLETION DATE - 40 working days

0.99 mi of hot mix asphalt road resurfacing including cold milling, paving, pavement rehabilitation, concrete pavement repair, curb and gutter repair, sidewalk and ramps, and pavement markings on Five Mile Road from Greenfield Road to Schaefer Road in the city of Detroit, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required





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

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48653.

61.	LETTING OF FEBRUARY 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1002070	\$ 827,527.20	\$ 910,821.89
	PROJECT STT 74062-106688		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 06, 2010		
	COMPLETION DATE - AUGUST 06, 2010		10.07 %

5.26 mi of hot mix asphalt cold milling, resurfacing, and sidewalk ramp improvements on M-46 from Gates Road easterly to Dawson Street and from Stoutenberg Road easterly to Ruth Road in the city of Sandusky, Sanilac County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Pyramid Paving and Contracting Co.</b>	<b>\$ 910,821.89</b>	<b>Same</b>	<b>1 **</b>
Saginaw Asphalt Paving Co.	\$ 993,855.81	Same	2
Albrecht Sand & Gravel Co.			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

106688A

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

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



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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

Zip Code: 48172.

63. LETTING OF FEBRUARY 19, 2010  
 PROPOSAL 1002601  
 PROJECT NH 09034-87508, ETC  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 19, 2013

	ENG. EST.	LOW BID
	\$ 18,427,697.09	\$ 19,906,680.86
		% OVER/UNDER EST.
		8.03 %

2.70 mi of concrete freeway reconstruction including widening, median enclosure, drainage and safety improvements, and culvert replacement at Goetz Drain on I-75 from north of Crane Road northerly to south of Squaconning Creek, Saginaw and Bay Counties. This project includes a 5 year materials and workmanship pavement warranty.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Walter Toebe Construction Company</b>	<b>\$ 19,906,680.86</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 20,161,701.20	Same	2
M & M Excavating Company	\$ 20,643,286.37	Same	3
Rieth-Riley Construction Co., Inc.	\$ 21,023,494.47	Same	4
Fisher Contracting Company	\$ 21,499,479.60	Same	5
Milbocker and Sons, Inc.			
Champagne and Marx Excavating, Inc.			
C. A. Hull Co., Inc.			
Ajax Paving Industries, Inc.			
Interstate Highway Construction			
Lee Wood Contracting, Inc.			
Zito Construction			

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

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

**Funding Source:**

108365A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

87508A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48706.



**Funding Source:**

106766A

Oakland County

0.58 %

Federal Highway Administration Funds

99.42 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48075.

**REAL ESTATE**

65.

LETTING OF FEBRUARY 19, 2010	ENG. EST.	LOW BID
PROPOSAL 1002255	\$ 57,300.00	\$ 33,798.00
PROJECT M 47082-55918B03		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 01, 2010		-41.02 %

Demolition of department-owned real estate, Livingston County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>North American Dismantling Corp.</b>	\$ 33,798.00	Same	1 **
San Marino Excavating, Inc.	\$ 34,370.50	Same	2
E.T. MacKenzie Company	\$ 41,240.00	Same	3
Fonson, Inc.	\$ 44,050.00	Same	4
Homrich Wrecking, Inc.	\$ 44,925.00	Same	5
Absolute Erosion Protection, LLC	\$ 46,565.00	Same	6
Bierlein Companies, Inc.	\$ 48,980.00	Same	7
Job Site Services, Inc.	\$ 58,587.00	Same	8
Able Demolition Inc.	\$ 62,260.00	Same	9
S.A. Torello Demolition, Inc.	\$ 69,550.00	Same	10
Pitsch Wrecking Company			
Den-Man Contractors, Inc.			

10 Bidders

**Criticality:** The purpose of this demolition is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. Demolishing the buildings eliminates the expense of numerous and costly repairs and ongoing maintenance cost and avoids potential liability from trespassers and potential health risk due to noncompliance with state and local ordinances. Complying with State and local ordinances adds additional time to projects. By demolishing the building and taking care of these issues now when construction later takes place delays will be held to a minimum.

**Purpose/Business Case:** The purpose of this demolition is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. Delaying the demolition and leaving the buildings vacant could increase MDOT's liability and put MDOT in violation of State and local ordinances as well as creating an attractive nuisance. Complying with State and local ordinances adds additional time to projects. By demolishing the house and taking care of these issues now when construction later takes place delays will be held to a minimum.

**Benefit:** Demolishing the building eliminates the expense of numerous and costly repairs and avoids potential liability from trespassers and potential health risk due to noncompliance with state and county codes.

**Funding Source:**

55918B03

State Restricted Trunkline Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

**Risk Assessment:** Demolition of these improvements saves maintenance cost and avoids potential future liability to MDOT.

**Cost Reduction:** Demolishing the improvements at this time will eliminate ongoing maintenance cost.

**Selection:** Low Bid.

**New Project Identification:** Demolition.

**Zip Code:** 47082.



5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Comp</b>	<b>\$ 7,298,303.07</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 7,312,297.90	Same	2
Gerken Paving, Inc.	\$ 7,692,501.65	Same	3

3 Bidders

### LOCAL PROJECTS

68. LETTING OF NOVEMBER 06, 2009  
 PROPOSAL 0911013  
 PROJECT ARU 82457-106835  
 LOCAL AGRMT. 09-5602  
 START DATE - APRIL 15, 2010  
 COMPLETION DATE - 50 working days

ENG. EST. \$ 1,603,292.85  
 LOW BID \$ 1,351,463.06  
 % OVER/UNDER EST. -15.71 %

1.50 mi of hot mix asphalt road resurfacing, cold milling, paving, concrete sidewalk ramps, guardrail, and pavement markings on Middle Belt Road from Smith Road to Van Born Road in the city of Romulus, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 1,351,463.06</b>	<b>Same</b>	<b>1 **</b>
Pro-Line Asphalt Paving Corp.	\$ 1,362,222.81	Same	2
Al's Asphalt Paving Co.	\$ 1,399,777.66	Same	3
Barrett Paving Materials Inc.	\$ 1,434,528.11	Same	4
Cadillac Asphalt, L.L.C.	\$ 1,438,301.61	Same	5

5 Bidders

69. LETTING OF NOVEMBER 06, 2009  
 PROPOSAL 0911029  
 PROJECT ARU 63459-104717  
 LOCAL AGRMT. 09-5639  
 START DATE - APRIL 15, 2010  
 COMPLETION DATE - JULY 02, 2010

ENG. EST. \$ 1,293,625.77  
 LOW BID \$ 1,371,995.81  
 % OVER/UNDER EST. 6.06 %

1.01 mi of concrete pavement cracking, seating, and cold milling, hot mix asphalt resurfacing, concrete curb and gutter, ADA ramps, and traffic signal upgrades on John R Road from 14 Mile Road northerly to Maple Road in the city of Troy, Oakland County.

This project is funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 1,371,995.81</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, L.L.C.	\$ 1,447,941.84	Same	2
Florence Cement Company	\$ 1,464,507.57	Same	3
Barrett Paving Materials Inc.	\$ 1,497,909.59	Same	4
Pro-Line Asphalt Paving Corp.	\$ 1,588,103.73	Same	5
Angelo Iafrate Construction Company			
ABC Paving Company			

5 Bidders

70. LETTING OF NOVEMBER 06, 2009	ENG. EST.	LOW BID	
PROPOSAL 0911225	\$ 2,974,331.70	\$ 2,619,886.21	
PROJECT ARU 50458-106727, ETC			
LOCAL AGRMT. 09-5584		% OVER/UNDER EST.	
START DATE - 10 days after award			
COMPLETION DATE - JULY 31, 2010		-11.92 %	

2.29 mi of hot mix asphalt cold milling and overlay, concrete pavement repairs, aggregate shoulder, guardrail, and earthwork on 14 Mile Road from Mound Road to Van Dyke Avenue (M-53) and from Gratiot Avenue to Harper Avenue in the cities of Sterling Heights and Warren, Macomb County.

This project is funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 2,619,886.21</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$ 2,635,469.54	Same	2
Tony Angelo Cement Construction Co.	\$ 2,699,361.16	Same	3
Cadillac Asphalt, L.L.C.	\$ 2,759,960.16	Same	4
Barrett Paving Materials Inc.	\$ 2,803,205.32	Same	5
Angelo Iafrate Construction Company	\$ 2,824,271.14	Same	6
Kelcris Corporation	\$ 2,851,313.14	Same	7
Walter Toebe Construction Company	\$ 2,936,313.32	Same	8
C & D Hughes, Inc.	\$ 4,213,907.63	Same	9
Major Cement Co.			
Pro-Line Asphalt Paving Corp.			
John Carlo, Inc.			
ABC Paving Company			

9 Bidders



72. LETTING OF JANUARY 08, 2010  
 PROPOSAL 1001017  
 PROJECT ARUL 44448-105945  
 LOCAL AGRMT. 09-5432  
 START DATE - APRIL 05, 2010  
 COMPLETION DATE - AUGUST 13, 2010

ENG. EST.                      LOW BID  
 \$ 1,382,613.25      \$ **1,121,585.99**

% OVER/UNDER EST.  
 -18.88 %

0.30 mi of pavement removal, hot mix asphalt pavement, storm sewer, sanitary, watermain, street lighting, concrete curb and gutter, and earthwork on North Saginaw Street south of Nepessing Street to Oregon Street in the city of Lapeer, Lapeer County.

This project is funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>DiPonio Contracting, Inc.</b>	<b>\$ 1,121,585.99</b>	<b>Same</b>	<b>1 **</b>
Boddy Construction Company, Inc.	\$ 1,145,654.08	Same	2
Zito Construction	\$ 1,248,783.78	Same	3
Rohde Bros. Excavating, Inc.	\$ 1,274,738.85	Same	4
L.J. Construction, Inc.	\$ 1,309,635.75	Same	5
Dan's Excavating, Inc.	\$ 1,317,742.20	Same	6
Dean Holmes Excavating, Ltd.	\$ 1,323,873.56	Same	7
C L Trucking & Excavating, LLC	\$ 1,337,841.55	Same	8
Pamar Enterprises, Inc.	\$ 1,369,004.91	Same	9
Angelo Iafrate Construction Company	\$ 1,382,706.85	Same	10
C & G Myers Construction, LLC	\$ 1,383,647.60	Same	11
Raymond Excavating Company	\$ 1,388,538.60	Same	12
Champagne and Marx Excavating, Inc.	\$ 1,418,926.98	Same	13
C & D Hughes, Inc.	\$ 1,419,925.75	Same	14
CRS/Shaw Contracting Co.	\$ 1,422,471.29	Same	15
Lee Wood Contracting, Inc.	\$ 1,487,719.53	Same	16
D.L.F., Inc.	\$ 1,534,277.33	Same	17
Novak Construction	\$ 1,546,859.50	Same	18
Teltow Contracting, Inc.			
Ajax Paving Industries, Inc.			
Fisher Contracting Company			
Saginaw Asphalt Paving Co.			
Barrett Paving Materials Inc.			
Ace Asphalt & Paving Company			
Pyramid Paving and Contracting Co.			
Cadillac Asphalt, L.L.C.			
Milbocker and Sons, Inc.			
Nashville Construction Company			

18 Bidders





BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.J. Construction, Inc.</b>	<b>\$ 1,694,914.65</b>	<b>Same</b>	<b>1 **</b>
Hoffman Bros., Inc.	\$ 1,717,264.29	Same	2
Peters Construction Co.	\$ 1,778,259.10	Same	3
Anlaan Corporation	\$ 1,894,748.53	Same	4
Milbocker and Sons, Inc.	\$ 1,998,340.67	Same	5
Triangle Excavators, Inc.	\$ 2,003,898.20	Same	6
Mead Bros. Excavating Inc.	\$ 2,075,052.20	Same	7
Brenner Excavating, Inc.	\$ 2,234,194.90	Same	8
Davis Construction, Inc.	\$ 2,341,788.59	Same	9
Balkema Excavating, Inc.	\$ 2,836,847.75	Same	10
Nashville Construction Company			
Midwest Bridge Company			
L. W. Lamb, Inc.			
C. A. Hull Co., Inc.			
C L Trucking & Excavating, LLC			
Kamminga & Roodvoets, Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Company			

10 Bidders

**EXTRAS**

77. **Extra 2010 - 24**

Control Section/Job Number: 08555 - 103616 Local Agency Project

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

State Transportation Commission - Does not meet criteria

Contractor: Schippers Excavating, Inc.  
9829 Lake Michigan Drive  
West Olive MI 49460-9645

Designed By: Wilcox Professional Services, LLC  
Engineer's Estimate: \$2,429,297.00

Description of Project:

2.19 mi of clearing, peat excavation, earthwork, subbase, aggregate base, hot mix asphalt paving, pavement markings, drainage, and guardrail on Finkbeiner Road from Patterson Road to east of Cherry Valley Road, Barry County.

Administrative Board Approval Date:	September 23, 2008	
Contract Date:	December 10, 2008	
Original Contract Amount:	\$2,229,734.40	
Total of Overruns/Changes (Approved to Date):	76,646.80	+ 3.44%
Total of Extras/Adjustments (Approved to Date):	16,710.00	+ 0.75%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
<b>THIS REQUEST</b>	<b><u>115,668.32</u></b>	<b>+ 5.19%</b>
<b>Revised Total</b>	<b><u>\$2,438,759.52</u></b>	<b>+ 9.38%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.19% over the original budget for an **Authorized to Date Amount** of \$2,323,091.20.

Approval of this extra will place the authorized status of the contract 9.38% or \$209,025.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7

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

**CM 7**

Aggregate Base, 6 inch, Special	2,475.000 Syd @ \$1.70/Syd	\$4,207.50
Aggregate, 6AA, Slag	2,210.000 Cyd @ \$36.00/Cyd	79,560.00
High Strength Uni-axial Geogrid	1,450.000 Syd @ \$5.45/Syd	7,902.50
Non Woven Geotextile Fabric	6,233.33 Syd @ \$3.85/Syd	<u>23,998.32</u>
<b>Total</b>		<b><u>\$115,668.32</u></b>

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

**CM 7**

This extra is for the modification to the roadway from station 68+00 to 73+00 that will reinforce the road section through a deep muck area to ensure the road structure remains stable. This section will be reinforced with several layers of geotextile/geogrid and slag aggregate. The extra cost for these items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index.

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

This Extra is recommended for approval by the State Administrative Board on March 2, 2010.

**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:** 49333.

78. **Extra 2010 - 25**

Control Section/Job Number: 82122-101448 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project 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: Cadillac Asphalt, L.L.C.  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: Hubbell, Roth & Clark, Inc.  
Engineer's Estimate: \$1,028,297.95

Description of Project:

1.09 mi of road reconstruction with dedicated right turn lane, excavation, storm sewer and drainage improvements, concrete pavement with integral curb, concrete joint repairs, slab replacement, curb and gutter, sidewalk and ramps, signs, hot mix asphalt road resurfacing and paving, cold milling, traffic signal improvements, and pavement markings on Five Mile Road from Newburgh Road easterly and on Newburgh Road from Schoolcraft Road to Five Mile Road in the city of Livonia, Wayne County.

Administrative Board Approval Date:	September 23, 2008	
Contract Date:	November 3, 2008	
Original Contract Amount:	\$949,052.81	
Total of Overruns/Changes (Approved to Date):	(3,481.24)	- 0.37%
Total of Extras/Adjustments (Approved to Date):	\$ 46,987.67	+ 4.95%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>126,640.34</u></b>	<b><u>+ 13.34%</u></b>
<b>Revised Total</b>	<b><u>\$1,119,199.58</u></b>	<b>+ 17.93%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.58% over the original budget for an **Authorized to Date Amount** of \$992,559.24.

Approval of this extra will place the authorized status of the contract 17.93% or \$170,146.77 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

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

**CM 3**

<b>103646</b>		
Conc Pavt Misc, Nonreinf, 9", Mod	3,482.000 Syd @ \$36.37/Syd	\$126,640.34
<b>Total</b>		<b><u>\$126,640.34</u></b>

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

**CM 3**

At the direction of the City of Livonia, the Contractor was instructed to eliminate the cold milling of Newburgh Road. As a result the depth of all the concrete patches changed from 7" to 9". Also during the time lapse from when the initial pavement investigation was conducted until the time when the project began construction the existing pavement experienced increased deterioration. These changes to the scope of work resulted in increases to joint repairs and pavement patching. Included in this pay item is the placement and finishing of the integral curb which is part of the concrete pavement patches that are located in the outside travel lanes. The unit price for this item represents an increase in cost of 25% over the original contract price for 7 inch misc. concrete pavement. The increased cost covers the additional 2 inch thickness and installation of the integral curb, as needed. The time, equipment, materials and 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, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 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 February 25, 2010 meeting, and is now recommended for approval by the State Administrative Board on March 02, 2010.

**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:**

**101448A:** FHWA, 80%; City of Livonia, 20%;

**103646A:** FHWA, 81.85%; City of Livonia, 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:** 48154.

79. **Extra 2010 - 27**

Control Section/Job Number: 63101-89759 MDOT Project

State Administrative Board - This project exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the \$250,000 limit for reviewing extras.

Contractor: CA Hull.  
8177 Goldie Road  
Walled Lake, MI 48390

Designed By: MDOT  
Engineer's Estimate: \$13,589,488.13

Description of Project:

12.93 mi of concrete pavement repair, bridge work, deck replacement, and approach work on I-696 from Halsted Road to Scotia Road and on 42 structures on I-696, US-24, M-10, and M-1 in the cities of Farmington Hills, Huntington Woods, Lathrup Village, Oak Park and Southfield, Oakland County. This project includes a 2 year bridge painting warranty.

Administrative Board Approval Date:	February 17, 2009	
Contract Date:	March 24, 2009	
Original Contract Amount:	\$13,433,143.04	
Total of Overruns/Changes (Approved to Date):	613,523.12	+ 4.57%
Total of Extras/Adjustments (Approved to Date):	156,300.79	+ 1.16%
Total of Negative Adjustments (Approved to Date):	(96,785.60)	- 0.72%
<b>THIS REQUEST</b>	<b><u>501,843.92</u></b>	<b><u>+ 3.74%</u></b>
<b>Revised Total</b>	<b><u>\$14,608,025.27</u></b>	<b>+ 8.75%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.01% over the original budget for an **Authorized to Date Amount** of \$14,106,181.35.

Approval of this extra will place the authorized status of the contract 8.75% or \$1,174,882.23 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 10 r. 1

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

**CM 10**

Bridge B01 Rouge river SE Quad	\$43,460.00
E3 Wall Jt, Mod and Clean	\$48,720.00
Retain Wall Drainage Concrete	\$65,980.00
Retain Wall Drainage Core holes	\$46,250.00
Retain Wall Drainage OGDC	\$67,850.00
Retain Wall Drainage removals	\$21,010.00
Retain Wall Drainage Sewer	\$60,510.00
Retain Wall Drainage slope rest Type C	\$1,875.00
Retain Wall Drainage Trenching	\$68,400.00
Sink Hole	\$19,000.00
Slope Repairs Electrical	23,050.00
Slope Repairs sewer investigation	28,238.92
Slope Repairs Staking	2,000.00
Slope Repair Traffic Control	<u>5,500.00</u>
<b>Total</b>	<b><u>\$501,843.92</u></b>

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

**CM 10**

The discovery of some serious erosion issues at three locations along eastbound and westbound I-96, within the limits of this project, were not specifically addressed by the plans. Repair to these areas was necessary before further problems arose during another winter season. The extra work to repair the areas was directed via Work Order 004, and is summarized on this Contract Modification.

The specific locations needing repair are:

1. B01 (eastbound and westbound 1-696 Bridge over the Rouge River): The ditch and downspouts in the southeast quadrant need to be lowered and replaced to allow the roadway drainage system to properly drain. The inability of the sewers and subgrade to drain has caused erosion under the footing of the bridge (fully supported by piles, so not a structural support concern) and the saturated subgrade/subbase will weaken the pavement. The existing ditch is too high and the drainage outlets are buried, the structures are plugged, and the downspout is severely corroded. The correction will be to lower the ditch, remove the downspout, and construct a new ditch and a rip-rap spillway in lieu of the downspout. The area will be restored with Slope Restoration Type C. The total price of this repair work was negotiated based upon the work items described in Work Order 004, and the total cost is anticipated to be \$43,460. A line item budget of \$43,460 is set up for this item based upon the quantities shown on Work Order 004, and payment will be based upon the work items completed in accordance with Work Order 004.

2. Westbound I-696 Slope Repair near Lasher Road: A large sinkhole has developed on the foreslope and is eroding down onto the freeway. This has required periodic maintenance to clean up the freeway and to prevent the existing drainage structures from getting plugged due to the erosion. The correction will be to place Geotextile fabric, edge drains, OGDC backfill and backfill this hole. The edge drains will be connected to existing structures along the shoulder of the westbound roadway. The area will then be restored with Slope Restoration Type C. The price for this repair work was negotiated based upon the work items shown on Work Order 004. A line item budget of \$19,000 is set up based upon the quantities shown on Work Order 004, and payment will be based upon the work items completed.

3. Eastbound and westbound I-696 near Evergreen Road: The large retaining walls along the Eastbound Evergreen Road off ramp and the Westbound Evergreen on ramp are draining water through the wall and onto the shoulder and roadway. This drainage is icing up during the winter, creating a need for maintenance to continually salt this area throughout the winter. There is also a concern of the long term issue of saturated soil pressure on the wall, and continued loss of fines through the expansion joints and cracks. The correction will require removal of the concrete shoulder, electrical conduit, and aggregate base/backfill to the top of the footing, drilling of 2-inch diameter holes through the wall above the footing, placement of 3-foot long well points through the wall and into the material behind the wall, & inch edge drain along the top of the footing. 10 new 2-foot diameter drainage structures, Geotextile liner and OGDC backfill, 12-inch sewer, new conduit and handholes for the freeway lighting, new concrete shoulder and curb and gutter. As an added measure, the expansion joints of the retaining wall will be cleaned out to about a 12-inch depth, and resealed to a point above visible leakage (10-foot +/- above the shoulder). The new concrete shoulder will have a 4% slope back toward the retaining walls, which will direct any future drainage into the new structures, preventing the icing problem. The price was negotiated with the contractor based upon the unit prices and quantities for 20 work items, which are combined into 12 line item budgets. Payment will be made in accordance with the prices negotiated and documented on Work Order 004.

Slope Repairs, Sewer Investigation: The Contractor was directed to videotape and conduct exploratory work to provide information on the cause and extent of the erosion problem at the three locations. To do this, it was necessary to set up lane closures, pull drainage structure covers, clean out structures and sewer pipe and videotape the existing drainage. The price is based upon field records of the Contractor and their subcontractor work, and is in the Project Files. The cost was deemed reasonable when compared with similar items and quantities 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 February 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2010.

**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:**

**89759A:** FHWA, 90.00%; State Restricted Funds, 10.00%;

**89883A:** FHWA, 90.00%; State Restricted Funds, 10.00%;

**89893A:** FHWA, 90.00%; City of Farmington Hills, 0.54%; State Restricted Funds, 9.46%;

**90280A:** FHWA, 90.00%; State Restricted Funds, 10.00%; 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 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:** 48336.

80. **Extra 2010 - 28**

Control Section/Job Number: 70063-102903 MDOT Project

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

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

Contractor: Michigan Paving and Materials Company  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: MDOT  
Engineer's Estimate: \$2,033,019.22

Description of Project:

6.04 mi of hot mix asphalt cold milling and resurfacing and shoulder corrugations on I-96 eastbound and westbound from M-104 easterly to west of 68th Avenue, Ottawa County. This project includes a 3 year pavement performance warranty.

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	July 22, 2009	
Original Contract Amount:	\$1,699,645.00	
Total of Overruns/Changes (Approved to Date):	(492,582.70)	- 28.98%
Total of Extras/Adjustments (Approved to Date):	314,050.00	+ 18.48%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>16,690.80</u></b>	<b><u>+ 0.98%</u></b>
<b>Revised Total</b>	<b><u>\$1,537,803.10</u></b>	<b>- 9.52%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.50% under the original budget for an **Authorized to Date Amount** of \$1,521,112.30.

Approval of this extra will place the authorized status of the contract 9.52% or \$161,841.90 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-142	1 r. 2	\$ 314,050.00	09/30/09

Contract Modification Number(s): 3

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

**CM 3**

Berm Grading, Special	540.000 Sta @ \$29.27/Sta	\$15,805.80
Pavt Mrkg, Ovly Cold Plastic, Dir Ar Sym	1.00 Ea @ \$225.00/Ea	\$225.00
Pavt Mrkg, Ovly Cold Plastic, 24" Stop Bar	55.000 Ft @ \$12.00/Ft	\$660.00
<b>Total</b>		<b><u>\$16,690.80</u></b>

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

**CM 3**

The existing shoulders had berms near the hinge point of the front slope throughout the project that hindered drainage from the road surface. The contractor removed the berms through a combination of machine grading and hand digging to achieve positive drainage from the road surface. The extra cost for Berm Grading, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and deemed reasonable when compared with MDOT's Average Unit Price Index.

After resurfacing of the I-96 westbound off ramp, at 112th avenue, replacement of the existing directional arrow and stop bar on the ramp was required. Replacement of the directional arrow and the stop bar was necessary for the satisfactory completion of the project. The cost for Pavt Mrkg, Ovly Cold Plastic, Dir Ar Sym and 24" Stop Bar was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and deemed reasonable when compared with 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 February 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on March 02, 2010.

**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:** ARRA, 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:** 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:** 49404, 49448.

81. **Extra 2010 - 30**

Control Section/Job Number: 52003-86403 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: A. Lindberg & Sons, Inc.  
560 Mather Avenue  
Ishpeming, MI 49849

Designed By: STS Consultants  
Engineer's Estimate: \$890,772.39

Description of Project:

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on County Road 581 at Middle Branch Escanaba River, Marquette County.

Administrative Board Approval Date:	May 6, 2008	
Contract Date:	May 8, 2008	
Original Contract Amount:	\$799,801.80	
Total of Overruns/Changes (Approved to Date):	15,429.00	+ 1.93%
Total of Extras/Adjustments (Approved to Date):	310,000.00	+ 38.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>40,805.72</u></b>	<b><u>+ 5.10%</u></b>
<b>Revised Total</b>	<b><u>\$1,166,036.52</u></b>	<b>+ 45.79%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 40.69% over the original budget for an **Authorized to Date Amount** of \$1,125,230.80.

Approval of this extra will place the authorized status of the contract 45.79% or \$366,234.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-135	1 r. 1	\$310,000.00	09/02/08

Contract Modification Number(s): 3

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

**CM 3**

Remove Old Sheeting		\$1,116.04
Curb, HMA	190.00 Ft @ \$4.2/Ft	798.00
Excavation, Rock	175.38 Cyd @ \$167.47/Ft	29,370.89
Guardrail, Rem	1,437.50 Ft @ \$4.00/Ft	5,750.00
Pavt Mrkg, Regular Dry, 4" white	4,658.00 Ft @ \$0.37/Ft	1,723.46
Pavt Mrkg, Regular Dry, 4" yellow	2,121.00 Ft @ \$0.37/Ft	784.77
Pavt Mrkg, Type NR Tape, 4" yellow	78.00 Ft @ \$0.79/Ft	61.62
Post, Steel, 2 Lb	120.00 Ft @ \$6.3/Ft	756.00
Sign Type IIIB	28.25 Sft @ \$15.75/Sft	444.94
<b>Total</b>		<b><u>\$40,805.72</u></b>

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

**CM 3**

Old sheet piling was encountered when building the cofferdam for Abut. B. The old sheet piling needed to be removed to build the cofferdam and to pour the footing. Removal of the old sheet piling was paid as per section 206.04.A.1 of 2003 Standard Specifications for Construction. The extra cost for Remove Old Sheeting was negotiated per section 103.04 of the 2003 standard specifications for construction and was deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

Rock was encountered in the ditch area from sta. 10+50 to 12+40 Lt. Eliminated ditch work and placed HMA curb in the area to handle the drainage. The extra cost for Curb, HMA was negotiated per section 103.04 of the 2003 standard specifications for construction and was deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Prices.

Rock was encountered in the ditch area at 3 different locations the shallow depth of the rock precluded the ability for blasting. Efforts were made to break up the hard rock but were unsuccessful, therefore, drill rigs were brought in to drill the rock first and then break it up. HMA curb was placed and eliminated the ditch on North side of Bridge to keep rock excavation at a minimum. The extra cost for Excavation, Rock was negotiated per section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

Thrie beam guardrail removal not shown on plans. This needed to be removed due to the elimination of the ditches and placing HMA curb in the area. The extra cost for Guardrail, Rem was negotiated per section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index

Pavement markings were not in the original plan or proposal, but were added to the project due to the existing approaches having pavement markings. The extra cost for Pavt Mrkg, Regular Dry, 4" white and Pavt Mrkg, Regular Dry, 4" yellow was negotiated per section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Prices.

Since traffic was not being detoured, temporary markings needed to be placed until the permanent markings could be placed. The extra cost for Pavt Mrkg, Type NR Tape, 4" yellow was negotiated per section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

Signs and posts were not included in the original plans and proposal, however, there were added to the project for the public safety. The extra cost for Post, Steel, 2 Lb and Sign Type IIIB was negotiated per section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared with similar items and quantities 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 February 25, 2008, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2010.

**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, 15%; Marquette County, 5%, 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 item in this Extra.

**Selection:** Low bid.

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

**Zip Code:** 49849.

82. **Extra 2010 – 31**

Control Section/Job Number:	39024-86055	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras. This project 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:	Kamminga & Roodvoets, Inc. 3435 Broadmoor Avenue SE Grand Rapids, MI 49512	
Designed By:	Parsons Brinckerhoff, Inc.	
Engineer's Estimate:	\$72,523,311.30	



**CM 63****86055A**

Sound Abatement wall precast conc, extension	1.00 LS @ \$109,254.84/LS	<u>\$109,254.84</u>
<b>Total</b>		<b><u>\$109,254.84</u></b>

**CM 64****86055A**

Sewer Tap, 18 inch	2.00 Each @ \$400.00/Each	<u>\$800.00</u>
<b>Total</b>		<b><u>\$800.00</u></b>

**Grand Total****\$145,397.34****Reason(s) for Extra(s)/Adjustment(s):****CM 42**

A Value Engineering Change Proposal (VECP) was submitted by the contractor, per the requirements in the supplemental specification for VECP, as contained in the project proposal. It was submitted with a decrease in contract work with a reduction in contract cost estimated at \$2,081,720 and was approved with contract modification #22 by the State Administrative Board on February 5, 2008. The extra items on this contract modification are final field measure of those previously approved.

Concurrence was received from the Geotechnical Services Section and FHWA on the VECP. The costs for the extra items included on the contract modification were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

**CM 63**

The sound-wall (SWA07) was designed incorrectly. This item is set up as the additional construction cost for modifying the as constructed wall SWA07 and the cost shall be reimbursed to MDOT by Parsons Brinckerhoff of Michigan. The extra cost for Sound Abatement wall precast conc, extension was determined by force account records performed by MDOT and CA. Hull and approved by the Delivery Engineer.

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

**CM 64**

On contract modification #1, there was 142' of 36" Steel Casing Pipe that was to be Jacked in Place from Drainage Structure (DS) 3 and DS4 which was changed to be placed by an open cut method. The change in method from jacked in place to an open cut method saved approximately \$40,000. In order to use the open cut method the median storm drain needed to be outlet temporarily connecting DS7 to the existing (18") storm pipe requiring the extra Sewer Tap, 18 inch. The extra cost for Sewer Tap, 18 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and deemed reasonable when compared to MDOT's Average Unit Price Index. The estimated quantity for this item was previously approved on CM # 1 and this is the final field measurement per the shop drawings.

These Extras were recommended for approval by the State Transportation Commission at its February 25, 2010, meeting, and are now recommended for approval by the State Administrative Board on March 02, 2010.

**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 extras 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:**

**86055A:** FHWA, 89.82 %; State Restricted Trunkline, 8.99 %; City of Portage, 0.96 %; Village of Mattawan, 0.20 %; City of Kalamazoo, 0.03 %.

**86166A:** FHWA, 80.00 %; State Restricted Trunkline, 17.75 %; City of Portage 2.25 %;

**86174A:** FHWA, 90.00 %; State Restricted Trunkline, 9.16 %; City of Portage, 0.84 %;

**86633A:** FHWA, 79.82 %; State Restricted Trunkline, 17.90 %; City of Portage, 2.28 %;

**86634A:** FHWA, 90.00 %; State Restricted Trunkline, 8.92 %; City of Portage, 0.81 %; City of Kalamazoo, 0.27 %, 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:** 49024, 49729.

83. **Extra 2010 - 32**

Control Section/Job Number:	25131-102021	MDOT Project
State Administrative Board -	This project is under \$ 800,000.00 and the extra exceeds the \$ 48,000 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:	\$419,290.50	

Description of Project:

Bridge rehabilitation consisting of structural steel repairs, partial painting, substructure repairs, and maintaining traffic on I-75 northbound and southbound over Cook Road, on I-75 under Fenton Road, and on M-24 over the abandoned CR Railroad located in the city of Flint, Genesee and Lapeer Counties.

Administrative Board Approval Date:	August 19, 2008	
Contract Date:	September 15, 2008	
Original Contract Amount:	\$476,714.50	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	24,971.30	+ 5.24%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>82,484.66</u></b>	<b><u>+ 17.30%</u></b>
<b>Revised Total</b>	<b><u>\$584,170.46</u></b>	<b>+ 22.54%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.24% over the original budget for an **Authorized to Date Amount** of \$501,685.80.

Approval of this extra will place the authorized status of the contract 22.54% or \$107,455.96 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

**CM 2**

**102021A**

Pads for column supports, temp (S09 of 25131)	1.000 LS @ \$12,554.26/LS	\$12,554.26
Rocker and bearing pad support (S09 of 25131)	32.000 Ea @ \$338.56/Ea	\$10,833.92
Stiffner painting at pier 2 (S09 of 25131)	16.000 Ea @ \$758.53/Ea	\$12,136.48
Support column, Temp of Pier 2, (S09 of 25313)	16.000 Ea @ \$2,935.00/Ea	<u>\$46,960.00</u>
<b>Total</b>		<b><u>\$82,484.66</u></b>

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

**CM 2**

Contractor was directed to install temporary supports at Pier 2 via Work Order # 6 - Revision 1. The reason for the Temporary Supports is due to bad concrete under the masonry plates, and this was the case under Beam B through Beam J. These temporary supports for this work are larger then the original temporary supports. The pads of the column supports are unique in that they run the entire length of the pier. This work was done at the direction of MDOT's Bridge Design Unit. These prices were discussed with FHWA on July 21, 2009. The extra cost for Pads for Column Supports, Temp; Rocker and Bearing Pad Support; Support Column, Temp of Pier 2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

Due to the increase in the required stiffeners at Pier 2, per Work Order # 6 - Revision 1, additional painting is necessary. The extra cost for Stiffener Painting at Pier 2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

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 February 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2010.

**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:**

**102021A:** FHWA, 81.85%; State Restricted Trunkline, 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:** 48439.

84. **Extra 2010 - 34**

Control Section/Job Number: 18011-84169 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: Central Asphalt, Inc.  
P O Box 389  
Mt. Pleasant, MI 48804

Designed By: MDOT  
Engineer's Estimate: \$4,585,877.00

Description of Project:

5.55 mi of demonstration road rehabilitation and bridge reconstruction project under the Highways for Life (HFL) pilot project presented by the Michigan Department of Transportation and U.S. Department of Transportation Federal Highway Administration, including drainage and guardrail upgrading along M-115 over Doc and Tom Creek and Norway Creek, Clare County. This project includes a 5 year pavement performance warranty.

Administrative Board Approval Date:	April 1, 2008	
Contract Date:	April 3, 2008	
Original Contract Amount:	\$4,477,777.77	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	463,272.00	+ 10.35%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>33,853.80</u></b>	<b><u>+ 0.76%</u></b>
<b>Revised Total</b>	<b><u>\$4,974,903.57</u></b>	<b>+ 11.11%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.35% over the original budget for an **Authorized to Date Amount** of \$4,941,049.77.

Approval of this extra will place the authorized status of the contract 11.11% or \$497,125.80 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-147	3	\$200,000.00	11/03/09

Contract Modification Number(s): 4

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

**CM 4**

Structure Footings, Special	1.000 LS @ \$33,853.80/LS	<u>\$33,853.80</u>
<b>Total</b>		<b><u>\$33,853.80</u></b>

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

**CM 4**

While replacing two structures on this project, the contractor discovered that existing abutment walls were significantly different from what the plan depicted. The initial intent of the plan was to cut and remove portions of the existing walls and place new precast concrete sections on the remaining walls. Due to differences between the plan and existing walls, the precast sections would not fit the walls left in place. It was necessary to widen the abutment walls to accommodate the precast sections that had been previously ordered for the project. This work required engineering a solution, more complex dewatering, excavation, concrete forms, steel reinforcement, and concrete placement. The extra cost for Structure Footings, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities 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 February 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2010.

**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:**

**84169A:** FHWA, 81.85%; State Restricted Trunkline, 18.15%; unless otherwise noted;

**85241A:** FHWA, 81.85%; State Restricted Trunkline, 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:** 48858.

85. **Extra 2010 - 35**

Control Section/Job Number: 44043-79776 MDOT Project

State Administrative Board - This project exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the \$250,000 limit for reviewing extras.

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

Designed By: MDOT  
Engineer's Estimate: \$39,473,878.12

Description of Project:

10.14 mi of concrete pavement and shoulder reconstruction, guardrail and drainage improvements, and bridge rehabilitation of 12 bridges on I-69 from east of M-15 easterly to east of M-24, Genesee and Lapeer Counties. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	January 20, 2009	
Contract Date:	February 13, 2009	
Original Contract Amount:	\$33,560,834.97	
Total of Overruns/Changes (Approved to Date):	117,506.91	+ 0.35%
Total of Extras/Adjustments (Approved to Date):	905,194.55	+ 2.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b>485,400.40</b>	<b>+ 1.45%</b>
<b>Revised Total</b>	<b>35,068,936.83</b>	<b>+ 4.49%</b>

**Offset Information**

Total Offsets This Request	(\$57,411.95)	- 0.17%
Net Revised Request	\$427,988.45	+ 1.28%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.05% over the original budget for an **Authorized to Date Amount** of \$34,583,536.43.

Approval of this extra will place the authorized status of the contract 4.49% or \$1,508,101.86 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-156	3 r. 1	\$750,000.00	12/01/09

Contract Modification Number(s): 5

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

**CM 5**

Open graded drainage course, special	1.000 LS @ \$57,629.00/LS	\$57,629.00
Special conc pavt nonreinf, 11 inch, high perf	4,133.000 Syd @ \$37.80/Syd	156,227.40
Pavt Repr, Nonreinf conc, 9 inch	6,264.000 Syd @ \$43.35/Syd	271,544.40
<b>Total</b>		<b><u>\$485,400.80</u></b>

**CM 5 Offset Information**

Conc pavt, Nonreinf, 11 inch performance	-4,133.330 Syd @ \$13.89/Syd	(57,411.95)
<b>Total</b>		<b><u>(\$57,411.95)</u></b>

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

**CM 5**

The Contractor was directed in Work Order #13 to remove and replace additional quantities of concrete ramp and shoulders. This work was necessary in order to accommodate the new profile grades because the plan grades did not blend into existing pavement appropriately. The extra cost for Open Graded Drainage Course, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT’s Average Unit Price Index.

This item was added to the contract to compensate Ajax for the pavement placed on eastbound 1-69 west of Elba Road. In this area there was a pavement failure that required grade stabilization efforts. The extra cost for Special Conc Pavt Nonreinf, 11 inch, High Perf. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when reviewing all of the different contractor entities accounted for in mainline production paving. Some of the entities are, but not limited to; the concrete plant, concrete, delivery trucks, paving train and all of the men and equipment required to pave.

Non-reinforced concrete repair work was added to the contract on Work Order #11 to replace the reinforced repair work originally called for on the plans with an offsetting cost of \$5 per square yard for the elimination of the wire reinforcing mesh in the concrete pavement repair. This work includes the use of expansion joints in patches longer than 16 feet in length. The extra cost for Pavt Repr, Nonreinf conc, 9 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT’s Average Unit Price Index.

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 February 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2010.

**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:**

**79776A:** FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted;

**88206A:** FHWA, 80%; State Restricted Trunkline, 20%; unless otherwise noted;

**90242A:** 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:** 48423.

86. **Extra 2010 - 37**

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):	6,066.25	+ 0.06%
Total of Extras/Adjustments (Approved to Date):	4,133,666.40	+ 40.64%
Total of Negative Adjustments (Approved to Date):	(5,042.98)	- 0.05%
<b>THIS REQUEST</b>	<b><u>184,398.28</u></b>	<b><u>+ 1.81%</u></b>
<b>Revised Total</b>	<b><u>\$14,489,475.87</u></b>	<b>+ 42.46%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 40.65% over the original budget for an **Authorized to Date Amount** of \$14,305,077.59.

Approval of this extra will place the authorized status of the contract 42.46% or \$4,319,087.95 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
2009-026	35 r. 2, 36 r. 1	\$463,836.34	02/03/09
2009-035	37, 38, 39, 41, 42, 43	\$44,477.45	03/04/09
2009-064	44, 46, 47, 48, 55	\$127,838.28	06/16/09
2009-096	56, 57, 58, 59, 60, 61, 62, 63, 64, 65	\$405,701.65	07/21/09
2009-144	67 r. 2, 68 r. 1, 70 r. 1, 72 r 1, 73	\$224,925.76	09/30/09
2009-160	76	\$102,059.81	12/01/09

Contract Modification Number(s): 77 r. 1, 78, 79, 80, 81, 82, 83, 85, 87

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

**CM 77**

Slope Drainage-Extra	<u>\$8,588.67</u>
<b>Total</b>	<b><u>\$8,588.67</u></b>

<b>CM 78</b>		
Misc. Retaining Walls and Special Curb		<u>\$15,212.21</u>
<b>Total</b>		<b><u>\$15,212.21</u></b>
<b>CM 79</b>		
Slope Improvement Budget		<u>\$40,000.00</u>
<b>Total</b>		<b><u>\$40,000.00</u></b>
<b>CM 80</b>		
Surface Aggregate-Extra	1.000 LS @ \$3,093.99/LS	<u>\$3,093.99</u>
<b>Total</b>		<b><u>\$3,093.99</u></b>
<b>CM 81</b>		
HMA Resurfacing-Extra		\$48,760.36
Misc Concrete Curb and Gutter Mod.-Extra	55.400 m @ \$69.80/m	3,866.92
<b>Total</b>		<b><u>\$52,627.28</u></b>
<b>CM 82</b>		
Irrigation-Extra		<u>\$5,110.33</u>
<b>Total</b>		<b><u>\$5,110.33</u></b>
<b>CM 83</b>		
HMA Wearing Course Special	295.880 Ton @ \$159.60/Ton	\$47,222.45
<b>Total</b>		<b><u>\$47,222.45</u></b>
<b>CM 85</b>		
Emergency Cleanup-Extra		<u>\$5,680.35</u>
<b>Total</b>		<b><u>\$5,680.35</u></b>
<b>CM 87</b>		
Salvage Topsoil Placement-Extra	1.000 LS @ 6,863.00/LS	<u>\$6,863.00</u>
<b>Total</b>		<b><u>\$6,863.00</u></b>
<b>Grand Total</b>		<b><u>\$184,398.28</u></b>

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

**CM 77**

During December 2008, a quick thaw and heavy rains, along with very strong westerly winds caused trapped water to overtop the bank/berm, and a portion of the west slope north of the railroad failed. The work to clean up and place a temporary inlet behind the top of slope was addressed by Contract Modification No. 59. After the weather improved, it was necessary to provide a permanent solution by improving the drainage behind the slope and berm to prevent future damage.

The contractor was directed to place a permanent inlet structure behind the top of slope to drain the collecting water to prevent it from breaching over the top of the slope. The contractor was also directed to place 6" underdrain in the side of the slope itself to control water that was leeching through the new embankment, another contributing factor for the slope failure.

In addition, the Contractor was directed to place 6" underdrain in the slope, immediately south of M-14, to stop water from seeping out of the slope. The contractor was also directed to place a small inlet at the south end of the bridge's retaining wall to drain water from behind the wall.

The time, equipment and material costs necessary to complete the extra work were determined using a process similar to the force account work process. The costs were negotiated per Section 103.04 of the 1996 MDOT Standard Specifications for Construction and deemed reasonable based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates and actual material costs required to construct the work.

#### **CM 78**

At station 44+500, the north end of the project, the curb and median were removed and paved over in order to provide an area where traffic could be shifted to construct the south bound lanes, followed by the north bound lanes. There were no provisions in the plans to restore the median once the pavement was completed and this area no longer needed. The contractor was directed to place 6" to 9 1/2" curb, along with base course concrete, in order to restore the median. The curb placed will provide a 6" face after the adjacent areas are resurfaced.

The Contractor was also directed to remove the curb around the radius at the north east corner of Plymouth Oaks, and replace it with curb and gutter. This was necessary to retain storm water in the gutter and prevent it from flowing across Plymouth Oaks, then flow back across the road to reach the drainage structure. This would cause a winter icing issue.

In order to provide an improved space to place a cross walk at the intersection of Plymouth Oaks Blvd. and Sheldon Road, a portion of the east end of the Plymouth Oaks median was removed and replaced with pavement and curb.

Several areas on the project required short retaining walls in order to properly grade the area. The contractor constructed these walls as directed by the Engineer.

The time, equipment, and material costs necessary to complete the extra work were determined using a process similar to the force account work process. The costs were negotiated per Section 103.04 of the 1996 MDOT Standard Specifications for Construction and deemed reasonable based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates and actual material costs required to construct the work.

#### **CM 79**

Authorization is requested to create a budget item to compensate the contractor for repairs and improvements to the slope on the west side of Sheldon, north of the CSXT railroad bridge.

On two separate occasions, heavy precipitation has caused considerable erosion to occur on this slope due to water both surcharging out of a manhole that is located on the slope, and cresting over the top of the slope once the sewer system is completely full.

The work requires placing 112 square yards of riprap down the entire slope where the water has overflowed, causing severe erosion, and a total collapse of the embankment into the roadway. The berm shall also be raised to prevent breaching, and the area beyond the berm shall be shaped to create a channel. A new inlet will be provided in a location better suited to accept the drainage, and an existing inlet and pipe shall be removed, thereby offering further prevention of the water overtopping the berm.

The time, equipment, and material costs necessary to complete the extra work were determined using a process similar to the force account work process. The costs were negotiated per Section 103.04 of the 1996 MDOT Standard Specifications for Construction and deemed reasonable based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates and actual material costs required to construct the work.

The dollar amount requested for this budget recommendation is \$40,000.00, and will be balanced upon completion of the work. This compensation was requested by Change Proposal No. 181.

#### **CM 80**

Due to the grade difference between the curb and the R.O.W., it was necessary to grade beyond the R.O.W., at 844 Sheldon to provide a smooth transition between the drive approach and the parking lot. Once the area was graded the contractor was directed to place 21AA aggregate as the surface course for this area.

The time, equipment, and material costs necessary to complete the extra work were determined using a process similar to the force account work process. The costs were negotiated per Section 103.04 of the 1996 MDOT Standard Specifications for Construction and deemed reasonable based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates and actual material costs required to construct the work.

It is recommended that this contract modification be authorized so that the contractor can be compensated for the cost of the work directed by the Engineer over and above that shown on the project plans, which was requested by the contractor as part of Change Proposal No. 180.

#### **CM 81**

The contractor was directed to make the necessary improvements to the north bound lanes from 44+475 to the north approximately 57 meters in order to resurface this area with HMA. The improvements included select curb replacement, preparing pavement, base repair, cold milling, and the placement of 38mm HMA wearing course F.

This area had been used to transition traffic during the different phases of the project and had further deteriorated since the start of the project. The plans did not address this pavement or the adjacent turn around areas that were in poor condition. In order to reduce maintenance, and to provide a project that looked both complete and improved, it was necessary to perform this resurfacing.

It is recommended that this contract modification be authorized so that the contractor can be compensated for the cost of the work directed by the Engineer over and above that shown on the project plans. This payment was requested as part of Change Proposal No. 170 and No. 187.

The costs were negotiated per Section 103.04 of the 1996 MDOT Standard Specifications for Construction and deemed reasonable based on a comparison to MDOT's Average Unit Price Index.

#### **CM 82**

The changes required at 909 Sheldon Road, due to the designed elevation difference between the grades of the roadway before and after construction necessitated alterations to the driveways and parking lot. Many of the changes were approved in Contract Modification No. 67, which addressed the driveways, lighting, and parking lot issues. In order to perform much of the work mentioned above and to properly grade the areas involved, portions of the irrigation system had to be adjusted, or removed and replaced.

It is recommended that this item be approved so that the above property may be restored to the condition it was in prior to the reconstruction of Sheldon Road. The costs were negotiated per Section 103.04 of the 1996 MDOT Standard Specifications for Construction and deemed reasonable based on a comparison to MDOT's Average Unit Price Index.

### **CM 83**

The contractor was directed to place 75mm of HMA at various locations under the M-14 bridges to provide a maintenance free surface. The plans provided sod, which would have died due to lack of sunlight and rain. This would have left an unsightly and undesirable condition with maintenance and erosion issues. The costs were negotiated per Section 103.04 of the 1996 MDOT Standard Specifications for Construction and deemed reasonable based on a comparison to MDOT's Average Unit Price Index.

### **CM 85**

During the night of June 19th, the Plymouth area experienced an extremely heavy amount of precipitation. This caused considerable erosion to occur on the west slope, north of the railroad tracks, due to water both surcharging out of a manhole that is located on the slope, and cresting over the top of the slope once the sewer system was completely full.

Also the project had been recently sodded. With the storm system being overwhelmed, the water flowed over the curb and washed away a large amount of sod.

The road was temporarily closed over night due to flooding. It was necessary to call work crews in, on June 20th, to clean and reopen the road.

The time, equipment, and material costs necessary to complete the extra work were determined using a process similar to the force account work process. The costs were negotiated per Section 103.04 of the 1996 MDOT Standard Specifications for Construction and deemed reasonable based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates and actual material costs required to construct the work.

### **CM 87**

The Contractor was required to salvage topsoil, per the contract, and the material was stockpiled on site. However, there was no provision provided in the contract to place the salvaged material. The contract provided the pay item "Topsoil Surface, Furn, 50mm". The contractor chose to furnish screened topsoil from a separate source. This resulted in a large stockpile of salvaged topsoil that went unused. Therefore, the contractor was directed to supply labor and equipment to spread the topsoil pile out, providing a smooth transition into the surrounding area. The area was then seeded and mulched.

The time, equipment, and material costs necessary to complete the extra work were determined using a process similar to the force account work process. The costs were negotiated per Section 103.04 of the 1996 MOOT Standard Specifications for Construction and deemed reasonable based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates and actual material costs required to construct the work.

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

This Extra was recommended for approval by the State Transportation Commission at its February 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on March 02, 2010.

**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.

87. **Extra 2010 - 39**

Control Section/Job Number: 39042-83582 Local Agency Project

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

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

Contractor: Midwest Bridge Company  
2700 Old U.S. 31 North  
Niles, MI 49120

Designed By: O'Boyle Cowell Blalock Associates, Inc.  
Engineer's Estimate: \$494,294.50

Description of Project:

0.10 mi of pre-fabricated pedestrian bridge, concrete sidewalk, grading, and hot mix asphalt pathway on Harrison Street at Michigan Avenue across Portage Creek to the Kalamazoo River Valley Trailway in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	September 23, 2008	
Contract Date:	October 29, 2008	
Original Contract Amount:	\$374,825.37	
Total of Overruns/Changes (Approved to Date):	4,789.86	+ 1.28%
Total of Extras/Adjustments (Approved to Date):	16,489.60	+ 4.40%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b>42,520.00</b>	<b>+ 11.34%</b>
<b>Revised Total</b>	<b><u>\$438,624.83</u></b>	<b>+ 17.02%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.68% over the original budget for an **Authorized to Date Amount** of \$396,104.83.

Approval of this extra will place the authorized status of the contract 17.02% or \$63,799.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

<b>CM 2</b>		
Pile, Helical	630.000 Ft @ \$54.00/Ft	\$34,020.00
Pile Driving Equipment, Furn.	1.000 LS @ \$8,500.00	<u>8,500.00</u>
<b>Total</b>		<b><u>\$42,520.00</u></b>

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

**CM 2**

Helical piles are being added to the contract due to the inability to place the auger cast piles which were originally set up for the project. During placement of the auger cast piles, it was determined that the soil below the bridge abutment would not be sufficient to properly construct the auger cast piles, and that an alternative would have to be used. It was determined by the project engineer that helical piles would be the most cost effective method to replace the auger cast piles. The time, equipment, materials and 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, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction. The extra cost is partially offset by the reduction in Auger Cast Piles.

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 February 25, 2010 meeting, and is now recommended for approval by the State Administrative Board on March 2, 2010.

**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, 49.55; City of Kalamazoo, 50.45%; 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:** 49001.

88. **Extra 2010 - 40**

Control Section/Job Number: 70609-105052 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: Schippers Excavating, Inc.  
 9829 Lake Michigan Drive  
 West Olive, MI 49460

Designed By: Local Agency  
 Engineer's Estimate: \$655,117.45

Description of Project:

0.53 mi of horizontal and vertical curve modifications, pavement removal, earth excavation, subbase, aggregate base, hot mix asphalt, storm sewer, sanitary sewer, and safety upgrades on Perry Street at 96th Avenue, Ottawa County.

Administrative Board Approval Date:	August 18, 2009	
Contract Date:	August 28, 2009	
Original Contract Amount:	\$529,448.77	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>84,632.50</u></b>	<b><u>+ 15.99%</u></b>
<b>Revised Total</b>	<b><u>\$614,081.27</u></b>	<b>+ 15.99%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$529,448.77.

Approval of this extra will place the authorized status of the contract 15.99% or \$84,632.50 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

**CM 1**

1 ½" Copper Water Service	54.000 Ft @ \$25.00/Ft	\$1,350.00
1" Corporation Stop	6.000 Ea @ \$235.00/Ea	1,410.00
12" Sleeve	4.000 Ea @ \$550.00/Ea	2,200.00
12" Valve and Box	3.000 Ea @ \$1,650.00/Ea	4,950.00
12" Valve and Box, Opens Left	1.000 Ea @ \$1,650.00/Ea	1,650.00
12" Water Main, DI Class 52 w/polywrap, with 4 Tie-ins and De-watering	785.000 Ft @ \$66.00/Ft	51,810.00
12" x 12" x 12" Tee	2.000 Ea @ \$875.00/Ea	1,750.00
12" x 12" x 6" Tee	1.000 Ea @ \$650.00/Ea	650.00
12", 11 ¼ Degree Bend	2.000 Ea @ \$550.00/Ea	1,100.00
12", 45 Degree Bend	6.000 Ea @ \$625.00/Ea	3,750.00
5" Hydrant, Complete	1.000 Ea @ \$1,850.00/Ea	1,850.00
6" Valve and Box	1.000 Ea @ \$700.00/Ea	700.00
Lower Existing Cleanout using Existing Casting	2.000 Ea @ \$1,000.00/Ea	2,000.00
Place Insulation Board over Force Main	125.000 Syd @ \$25.00/Syd	3,125.00
Remove or Grout Existing Water Main, Remove 2 Hydrants and Valves	845.000 Ft @ \$7.50/Ft	<u>6,337.50</u>
<b>Total</b>		<b><u>\$84,632.50</u></b>

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

**CM 1**

Due to the reconstruction of the intersection there was insufficient cover over top of the 12" Water Main to prevent freezing. The water line was replaced to provide sufficient coverage in order to prevent it from freezing. All extra work items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and are reasonable when compared to MDOT's Average Unit Price Index and original bid items.

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

This Extra was recommended for approval by the State Transportation Commission at its February 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2010.

**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, 71.74%; Ottawa County, 28.26%, 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:** 49464.

**OVERRUN**

89. **Overrun 2010 - 007**

Control Section/Job Number: 76021-79206 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: Anlaan Corporation  
P.O. Box 333  
Ferrysburg, MI 49409

Designed By: MDOT  
Engineer's Estimate: \$1,411,487.30

Description of Project:

Bridge replacement, riprap, and related approach work on Old M-78 over the south branch of the Looking Glass River, Shiawassee County.

Administrative Board Approval Date:	August 18, 2008	
Contract Date:	August 18, 2008	
Original Contract Amount:	\$1,210,195.11	
Total of Overruns/Changes (Approved to Date):	121,019.51	+ 10.00 %
Total of Extras/Adjustments (Approved to Date):	32,122.34	+ 2.65 %
Total of Negative Adjustments (Approved to Date):	(500.00)	- 0.00 %
<b>THIS REQUEST</b>	<b><u>\$95,886.00</u></b>	<b>+ <u>8.00 %</u></b>
<b>Revised Total</b>	<b><u>\$1,459,222.96</u></b>	<b>+ 20.65 %</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.65% over the original budget for an **Authorized to Date Amount** of \$207,927.15.

Approval of this overrun will place the authorized status of the contract 20.65% or \$249,027.85 over the **Original Contract Amount**.

This request allows payment for the following increases to the contract:

_Pile, Steel, Furn and Driven, 12 inch, LRFD	1087.720 Ft @ \$50.000/Ft	\$54,386.00
_Riprap, Special	332 Ton @ \$125.000/Ton	<u>41,500.00</u>
<b>Total</b>		<b><u>\$95,886.00</u></b>

**Reason(s) for Overrun(s):**

More steel pile material was needed than the amount set up in the plans because the required depth was much greater than the design anticipated and the additional depth was needed for the piles to reach the required bearing capacity, which was determined using the LRFD requirements and were measured with a Saximeter, with assistance from the Geotechnical unit at Construction and Technology.

Field conditions required a larger quantity of Special Riprap for several areas on this project. More Special Riprap was needed in front of abutments A & B; also at the south wing wall of abutment A & abutment B. It was also required to protect the river banks, which were disturbed during structure removal and ditching, and more was needed at the north side of the bridge, on both the east and west sides of Looking Glass River.

This Overrun was recommended for approval by the State Transportation Commission at its February 25, 2010, meeting and is now recommended for approval by the State Administrative Board on March , 2, 2010.

**Criticality:** This increase of original items 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%; State Restricted Trunkline Funds, 20%.

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

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

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

**Zip Codes:** 48882

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*  
*February 22, 2010*

Kirk T. Steudle  
Director

**AMENDED SUPPLEMENTAL AGENDA**

**DEPARTMENT OF TRANSPORTATION**

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

T&NR Meeting: February 24, 2010 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: March 2, 2010 - 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.

**EXTRA**

1. **Extra 2010 - 29**

Control Section/Job Number: 71073-88870 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: Cordes Excavating, Inc.  
704 East Progress Street  
Hillman, MI 49746  
Designed By: MDOT  
Engineer's Estimate: \$755,581.36

Description of Project:

2.24 mi of hot mix asphalt non-motorized path construction along US-23 from Hoeft State Park to 40 Mile Point Lighthouse, Presque Isle County.

Administrative Board Approval Date:	September 23, 2008	
Contract Date:	November 3, 2008	
Original Contract Amount:	\$786,013.12	
Total of Overruns/Changes (Approved to Date):	(291,263.13)	- 37.06%
Total of Extras/Adjustments (Approved to Date):	93,050.00	+ 11.84%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>8,020.99</u></b>	<b>+ 1.02%</b>
<b>Revised Total</b>	<b><u>\$595,820.98</u></b>	<b>- 24.20%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract -25.22% under the original budget for an **Authorized to Date Amount** of \$587,799.99.

Approval of this extra will place the authorized status of the contract -24.20% or \$190,192.14 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009 - 114	1	\$ 93,050.00	09/01/2009

Contract Modification Number(s): 2, 4

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

**CM 2**

Pavt Mrkg, Ovly Cold Plastic, 6" X-Walk	340.400 Ft @ \$9.03/Ft	\$ 3,073.81
Post Mailbox with Standard Mailbox	1.000 Ea @ \$90.00/Ea	90.00
Sidewalk, Conc, 4 inch Landscape	315.700 Sft @ \$4.75/Sft	1,499.58
<b>Total</b>		<b><u>\$4,663.39</u></b>

**CM 4**

Slope Restoration, Type C	1,119.200 Syd @ \$3.00/Syd	\$3,357.60
<b>Total</b>		<b><u>\$3,357.60</u></b>

**Grand Total**

**\$8,020.99**

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

**CM 2**

The 6" cross walk markings were not on the original plans however they are needed along the crosswalk to meet safety requirements. The extra cost for Pavt Mrkg, Ovly Cold Plastic, 6" X-Walk was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

A mailbox at the Forty Mile Point Lighthouse was required to be relocated. This work did not appear in the proposal as a specific item of work and was not included in the price bid for other items in the contract. It has been determined that this item is essential to the satisfactory completion of the contract. The extra cost for the Post Mailbox with Standard Mailbox was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and has been deemed reasonable when compared to MDOT's Average Unit Price Index.

There was no provision included in the original contract to anchor the Landscape Furniture as recommended by the manufacturer; therefore, 4" concrete slabs were constructed to anchor the furniture. This work did not appear in the proposal as a specific item of work and was not included in the price bid for other items in the contract. It has been determined that this item is essential to the satisfactory completion of the contract. The extra cost for Sidewalk, Conc, 4 inch Landscape was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and has been determined to be reasonable compared to MDOT's Average Unit Price Index.

#### CM 4

Type C slope restoration was previously estimated and approved in contract modification # 1 and this request is to balance the item to final field measurements. The slope restoration was utilized in lieu of a proposed retaining wall. The use of slope restoration instead of constructing a retaining wall resulted in significantly reduced construction cost, improved safety and shorter contract time. The proposed change did not alter the essential functions or characteristics such as service life, operating cost, ease of maintenance, appearance, impact on utilities and right of way and design and safety standards of this project. The extra cost for Slope Restoration, Type C was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction as a package deal for a significantly reduced final project construction cost.

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 February 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on March 2, 2010.

**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 (TEA), 53%; State Restricted Trunkline, 47%, 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:** 49779.

#### RESOLUTION

2. MDOT requests approval of an amended resolution entitled "Resolution 2009-01, As amended March 16, 2010, Michigan Department of Transportation Contracts and Grants" to revise the words of agreement to modify the approval process for MDOT contracts and grants to include state funds and maintenance of effort requirements of the American Recovery and Reinvestment Act of 2009. The resolution is attached.

@ SAB

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  
February 26, 2010*

Kirk T. Steudle  
Director

# **WITHDRAWN at Ad Board**

## **STATE ADMINISTRATIVE BOARD**

### **RESOLUTION 2009-01**

As Amended 3/16/2010

#### **MICHIGAN DEPARTMENT OF TRANSPORTATION CONTRACTS AND GRANTS**

WHEREAS, under Section 3 of 1921 PA 2, MCL 17.3, the State Administrative Board (“Board”) exercises general supervisory control over the functions and activities of all administrative departments, boards, commissioners, and officers of this State, and of all State institutions; and

WHEREAS, under Section 2 of 1921 PA 2, MCL 17.2, the Board may adopt rules governing its procedures and providing for the general conduct of its business and affairs; and

WHEREAS, exercising its power to adopt rules, the Board adopted a resolution on March 4, 2003 to require that all contracts and grants of \$25,000 or more for the purchase of materials or services, and all contract and grant amendments of \$25,000 or more, be approved by the Board prior to execution, unless specifically approved by the Governor; and

WHEREAS, the recent enactment of the federal American Recovery and Reinvestment Act 111 P.L. 5; 123 Stat. 115, has provided for an infusion of federal funds, allowing the State of Michigan, Department of Transportation (MDOT) to, among other things, repair and improve its roads and bridges and support its integrated transportation system while providing an economic stimulus to the Michigan economy and additional job opportunities; and

WHEREAS, a specific requirement for approximately \$300,000,000 of federal funds made available under the American Recovery and Reinvestment Act is to obligate those funds by June 30, 2009, so as to expeditiously provide the associated economic stimulus; and

WHEREAS, approximately \$300,000,000 of additional federal funds are to be made available under the American Recovery and Reinvestment Act that MDOT will endeavor to obligate in 2009 for transportation purposes; and

WHEREAS, these infrastructure investments are to be made so as to ensure that the funds are expended wisely with full transparency and accountability, and are expended in a manner that complies with the provisions of the American Recovery and Reinvestment Act; and

WHEREAS, to meet the federal requirements and to maximize the availability of funds for Michigan under the American Recovery and Reinvestment Act, MDOT has asked the State Administrative Board to institute a modified process for the Board's approval of those contracts needed to expend the federal funds provided under the American Recovery and Reinvestment Act; and

WHEREAS, a modified process will enhance MDOT's ability to take advantage of all opportunities under the American Recovery and Reinvestment Act to receive additional federal funds to improve Michigan's transportation system and stimulate the economy; and

WHEREAS, the proposed modified process is consistent with fulfilling the State Administrative Board's oversight responsibilities;

NOW THEREFORE, the State Administrative Board approves the following modified approval process for MDOT contracts and grants that are **state and/or** federally funded under the American Recovery and Reinvestment Act **or to meet the maintenance of effort requirements of the American Recovery and Reinvestment Act:**

Highway Contracts up to \$250,000

1. MDOT may award competitively bid highway contracts in amounts up to \$250,000 without approval of the State Administrative Board.

Approval based on Engineers' Estimates

2. MDOT may submit for State Administrative Board approval, highway contracts estimated to cost more than \$250,000, based on an MDOT engineer's estimate, which contracts will be competitively bid and awarded, provided that:
  - (a) the lowest responsive bid does not exceed the engineer's estimate by more than ten percent, or
  - (b) there is more than one bid for a contract that exceeds \$500,000.

If the requirements described in 2 (a) or (b) are not met, MDOT will not award that contract without approval of the State Administrative Board.

Public Transportation Grants

3. MDOT may enter into contracts without approval of the State Administrative Board for public transportation grants to local entities or units of government that have been selected by the Federal Transit Authority to receive the grants.

### Consultant Engineering Contracts

4. Without approval of the State Administrative Board, MDOT may approve up to an additional six percent of the contractually budgeted amount for additional work performed under an existing MDOT engineering contract that MDOT determines is necessary to accomplish the scope of work of a consultant engineering contract for work directly related to an American Recovery and Reinvestment Act funded project.
5. MDOT may award new consultant engineering contracts in accordance with federal and state requirements in amounts up to \$250,000 without approval of the State Administrative Board.

MDOT will closely monitor all consultant selections that are processed under this provision, and will provide consultant selection information to the T&NR as described in #9 below.

6. MDOT may submit for State Administrative Board approval, consultant engineering contracts estimated to cost more than \$250,000, based on an MDOT engineer's estimate, with the consultant to be thereafter identified in accordance with a qualifications based selection process, provided that:
  - (a) the price proposal from the most qualified consultant will not exceed the engineer's estimate by more than ten percent, or
  - (b) there is more than one proposal for a contract that exceeds \$500,000.

If the requirements described in 6 (a) or (b) are not met, MDOT will not award that contract without approval of the State Administrative Board.

7. MDOT may follow the procedures described in paragraphs 5 or 6 for a consultant engineering contract that is not funded under the American Recovery and Reinvestment Act, if that contract is necessary to expeditiously perform engineering services for an American Recovery and Reinvestment Act funded road or bridge project.

### Aeronautics Grants

8. MDOT may enter into contracts without approval of the State Administrative Board for aeronautics grants to airport authorities that have been selected by the Federal Aviation Authority to receive the grants.

### Reporting Requirements

9. MDOT will file quarterly reports with the Transportation and Natural Resources Committee subsequent to awarding the contracts and grants, describing each such contract or grant, including the name of the contractor, consultant or grantee, the amount of the contract or grant, the applicable project(s) to be funded under the American Recovery and Reinvestment Act, and such other information as may be requested by the State Administrative Board.

This Resolution is effective April 7, 2009.

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Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of February 24, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting of February 24, 2010, be approved and adopted with Item 28 of the regular MDOT agenda and Item 2 of the supplemental MDOT agenda withdrawn at the State Administrative Board meeting of March 2, 2010. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. DeBano 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