

APPROVED

APR 19 2011

MICHIGAN STATE
ADMINISTRATIVE BOARD

Lansing, Michigan

April 5, 2011

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, April 5, 2011, at 11:00 a.m.

Present: Dave Murley, Deputy Legal Counsel, representing Rick Snyder, Chairperson
Nat Forstner, Chief of Staff, representing Brian Calley, Lt. Governor
Mike Senyko, Chief of Staff, representing Ruth Johnson, Secretary of State
Carol Isaacs, Chief of Staff, representing Bill Schuette, Attorney General
Tom Saxton, Deputy Treasurer, representing Andy Dillon, State Treasurer
Janet Laverty, Director, Office of Financial Management, representing Michael
P. Flanagan, Superintendent of Public Instruction
Laura Mester, Chief Administrative Officer, representing Kirk T. Steudle,
Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Ron Farnum, Shenique Moss, Department of Attorney General; Bob Burns, Pat Mullen, Janet Rouse, Department of Technology, Management and Budget; Jean Ingersoll, Department of Transportation; David Boyne, Joe Fielek, Mary Martin, Department of Treasury; Abigail Totoraitis, House Republican Policy Office; Jim Bliss, Kester So, Dickinson Wright

1. CALL TO ORDER:

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

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

Mr. Saxton moved that the minutes of the regular meeting of March 15, 2011, be approved and adopted. The motion was supported by Ms. Mester 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:

Retention and Disposal Schedules:

DEPARTMENT OF EDUCATION, Grants Coordination and School Support,
4/5/2011

DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH, Bureau of
Construction Codes, 4/5/2011

DEPARTMENT OF HUMAN SERVICES, Office of Child Support MI-SDU
04/5/2011

DEPARTMENT OF TECHNOLOGY, MANAGEMENT, AND BUDGET,
Retirement Services-State Employees Retirement, 4/5/2011

DEPARTMENT OF TREASURY,
MSHDA-Southeast Michigan Development Division, 4/5/2011
Unclaimed Property Division, 4/5/2011

Mr. Saxton moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Mr. Senyko and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

April 5, 2011

April 5, 2011 No. 3

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Rick Snyder, Governor
and
Members of the State Administrative Board

A regular meeting of the Building Committee was held at 11:00 a.m.
on March 29, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved



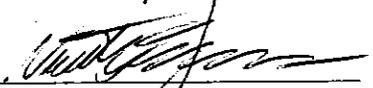
Member: David Murley, representing
Governor Snyder

Approved



Member: Nat Forstner, representing
Lt. Governor Calley

Approved



Others: Iris Lopez, Jarrod Smith, Department of Attorney General; Sherry Bond, Pat Mullen, Janet Rouse, Department of Technology, Management and Budget; Joe Fielek, Mary Martin, Department of Treasury; Kester So, Jim Bliss, Dickinson Wright

Ms. MacDowell called the meeting to order.

The Building Committee Regular Agenda was presented.

Following discussion, Mr. Murley moved that the Regular Agenda be recommended to the State Administrative Board for approval. Supported by Mr. Forstner, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

March 29, 2011 / April 5, 2011
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF CORRECTIONS, WHITMORE LAKE – Woodland Center
Correctional Facility – Huron Center Roof Replacement
File No. 472/11027.RMP - Index No. 64060
Low Responsive Bidder: Quality Roofing, Inc., Ann Arbor; \$388,900.00

Purpose/Business Case

The purpose of this contract is to replace the existing roofing system, as well as provide fall protection, and a maintenance platform for the existing air handling units. The existing roof is beyond its useful life and requires continuous maintenance, while the fall protection and platform are required for safety.

Benefit

The State will benefit by reduced maintenance costs, increased energy efficiency, and improved safety.

Funding Source

100% Agency Operating Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in continued, costly maintenance of the roof and safety concerns.

Zip Code

48189

2. DEPARTMENT OF TRANSPORTATION, DETROIT – Raymond & Rosa L. Parks
Integrated Transportation Campus – Phase 4 North Site
File No. 591/04003.JAN - Index No. 27000
Low Responsive Bidder: B & B Construction Services, LLC, St. Clair Shores;
\$368,800.00

3-29-11 / 12:00 noon / FINAL

Purpose/Business Case

The purpose of this contract is to integrate the MDOT campus by renovating the existing site, north of the new building, to accommodate the parking, driveways, layover spaces, and security for the Greyhound and SMART buses.

Benefit

The State will benefit by having adequate parking and security for the Greyhound and SMART buses.

Funding Source

100% Restricted Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in continued deterioration of the parking lot surface and security issues.

Zip Code

48226

REVISIONS TO CONSTRUCTION CONTRACTS

3. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Women's Correctional Facility – Housing Units 1-5 Shower Alterations
File No. 472/09075.RAN - Index No. 53296
Finish Line Construction, Carleton; CCO No.3, Incr. \$481,361.39

Purpose/Business Case

The purpose of this change order is to extend the contract completion date by 525 calendar days and provide extended general conditions, associated with DOC's need to house prisoners in the facilities during construction. The original contract required the State to vacate the facilities during renovations. Due to operational requirements, DOC needed to house prisoners in the facilities, during the renovations, resulting in additional security and limitations on the contractor's activities.

Benefit

The State will benefit by DOC meeting their operational requirements while the contract work is completed.

Funding Source

100% State Building Authority Funds

Commitment

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

Risk Assessment

Failure to approve this change order could result in the contractor initiating a claim for additional costs associated with the change in conditions.

Zip Code

48342

LEASES FOR PRIVATE PROPERTY

4. DEPARTMENT OF HUMAN SERVICES, TRAVERSE CITY - New Lease No. 11500 with River Front Plaza, Inc., a Michigan Corporation, PO Box 75 (8692 M-32), Elmira, Michigan 49730, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Human Services, as Lessee, for 3,517 square feet of office space located at 315 East Front Street, Traverse City, Michigan 49684. 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, 2011, or upon substantial completion, is \$17.20 (\$5,041 per month). This rate does not include utilities. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$17.20 (\$5,041 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

This Lease is for the Department's Disability and Determination Services (DDS) unit, which reviews and approves applications for disability claims. The Department has received approval to hire 30 new staff. The business processes require the new staff to co-locate in the same building. This program is necessary to handle the projected increases in disability claims as well as a major change to case handling policy per the Social Security Administration (SSA), which funds this unit and owns the computer system.

Benefit

The Northern Service Area office will add 30 new jobs to the local and state economies and be positioned to provide continued timely service to Michigan citizens who file for and receive SSA disability payments. Remaining in the same building will help with communication, training, and monitoring the new staff.

Funding Source

100% Federal Funds

Commitment

Five 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 accommodating the additional staff, and providing adequate training and administrative support. Housing the new staff in another location would be cost prohibitive and require approval and funding from SSA.

Zip Code

49684

5. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH, ROSEVILLE - New Lease No. 11467-2009 with Global Commercial Investments Gratiot & 14 LLC, a Michigan Limited Liability Company, 32825 Northwestern Hwy, Farmington Hills, MI, 48334, as Lessor, and the State of Michigan by the

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Department of Technology, Management & Budget for the Department of Energy, Labor & Economic Growth, as Lessee, for 9,700 square feet of office space located at 32925 Gratiot Avenue, Roseville, MI 48066. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning May 1, 2011, or upon substantial completion, is \$17.50 (\$14,146 per month). Effective May 1, 2016, the annual per square foot rental rate for this space increases to \$18.50 (\$14,954 per month). This rate does not include metered utilities for the suite. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$19 (\$15,358 per month) and \$20 (\$16,167 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 current location for DELEG is not conducive for servicing clients due to an increase in clientele, whereby making the space too small. A larger size would accommodate additional staff needs and provide better service to centrally located customers.

Benefit

The benefit is a larger office that will provide customers and employees with an improved office environment. The rental rate is within the current market rate for comparable space. DELEG will have no rental payments for the first three months.

Funding Source

100% Federal Funds

Commitment

10-year lease with two five-year renewals; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from servicing the community in a better location and more efficient space.

Zip Code

48066

SUBLEASE FOR PRIVATE PROPERTY

6. DEPARTMENT OF STATE POLICE, BRIGHTON - New Sublease No. 11415 with Charter Township of Brighton, A Governmental Unit, 4363 Bruno Road, Brighton, Michigan 48114, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of State Police, as Lessee, for 8,000 square feet of office space located at 4363 Bruno Road, Brighton, Michigan 48114. The Sublease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning January 1, 2012, or upon substantial completion, is \$17.18 (\$11,457 per month). This Sublease contains two five-year renewal options with an annual per square foot rental rate of \$17.18 (\$11,457 per month). This rate does not include utility, janitorial, trash removal, pest control or real estate property taxes. This Sublease contains a Standard cancellation

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clause with 90-days notice. The Attorney General has approved this Sublease as to legal form.

Purpose/Business Case

The purpose of this Sublease is to provide the East Region of the Field Services Bureau with an efficient and centrally located post that meets their growing operational needs.

Benefit

The approval of this Sublease would offer a co-location at no additional cost compared to the current post and meet the expanding needs of the Department. It would also allow the Department to continue to effectively fulfill their duties of providing law enforcement services for Livingston County. This facility is in a location that is Executive Directive 2003-22 compliant and is a co-location with Brighton Township Hall. The Department will have full use of the Township facilities including conference rooms, community spaces, parking, and T-1 communication lines.

Funding Source

100% General Fund

Commitment

20-year Sublease with two 5-year renewal options; however, this Sublease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Sublease would restrict the Department from upgrading their facility, keep them from gaining much needed space and potentially hinder services to the community. Not taking advantage of this co-location opportunity may result in additional costs to the State

Zip Code

48114

ADDENDUMS TO LEASES FOR PRIVATE PROPERTY

7. DEPARTMENT OF CORRECTIONS, JACKSON - Addendum No. 1 to Lease No. 11221-2006 approved by the State Administrative Board on July 3, 2007, between County of Jackson, a Governmental Unit, Jackson County building, 120 West Michigan Avenue, Jackson, Michigan 49201, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Corrections, as Lessee, for 6,373 square feet of space located at Northlawn Building, 1697 Lansing Avenue, 1st and 2nd floor, Jackson, Michigan. This Addendum provides for adding 1,757 square feet on the 2nd floor for a revised total of 6,373 square feet of office space. 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. This Lease does not include the costs of janitorial services and supplies. The annual per square foot rental rate for this space beginning July 1, 2010, or upon substantial completion, is \$8.17 (\$4,339 per month). Effective October 1, 2012, the annual per square foot rental rate for this space increases to \$8.50 (\$4,514 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

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Purpose/Business Case

This addendum is to provide for expansion of an additional 1,757 usable square feet on the second (2nd) floor adjacent to existing space.

Benefit

This Addendum will allow the Department to make room for additional personnel to accommodate new parolees at their existing location. The Department will also benefit from not having to incur relocation fees to accommodate their current needs and offers a familiar atmosphere that promotes continuity in their daily client practices. The Lease rate is within market value.

Funding Source

100% General Fund

Commitment

Through September 30, 2012; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from meeting spatial needs at this location.

Zip Code

49201

8. DEPARTMENT OF STATE, IRON MOUNTAIN - Addendum No. 1 to Sub- Lease No. 7667 approved by the State Administrative Board on November 8, 2006, between Osborne Properties, a Limited Partnership in Minnesota, 420 West Old Shakopee, Suite 200, Bloomington, MN 55437-2951, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of State, as Lessee, for 1,925 square feet of space located at 1044 South Stephenson Avenue, Iron Mountain, MI 49801. This Addendum provides for adding two 5-year renewal options, minor upgrades to the existing location and updated lease language. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Sub-Lease, or any extension. The annual per square foot rental rate for the first renewal option for this space beginning November 1, 2011, or upon substantial completion, is \$11.45 (\$1,837 per month). The Sub-Lease does not include utilities and janitorial. The annual per square foot rental rate for the second renewal option beginning November 1, 2016 is \$14 (\$2,246 per month). This Sub-Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The Department of State is satisfied with the current location and the rental rate is well within market for comparable spaces. The Lessor has been very responsive to any needs and has kept the property in good condition.

Benefit

Renewing at the current location allows the agency to save on moving costs and will not confuse customers by changing to a different property.

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Funding Source

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

Commitment

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

Risk Assessment

Non-approval of this Addendum will cause the Agency to become a tenant at will.

Zip Code

49801

9. DEPARTMENT OF NATURAL RESOURCES, SOUTHFIELD - Addendum No. 3 to Lease No. 7622 approved by the State Administrative Board on August 3, 1999, between The William J. Bellinger Revocable Trust UAD September 15, 1989, a Revocable Trust, 3842 Elder Road, West Bloomfield, Michigan 48033, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Natural Resources, as Lessee, for 7,782 square feet of space located at 26000 West Eight Mile Road, Southfield, Michigan 48034. This Addendum provides for extending the current term at a reduced rental rate, adding one 10-year renewal option, changing the frequency of carpet cleaning, and updating lease language. 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, 2011 is \$10.54 (\$6,833 per month). Effective July 1, 2013, the annual per square foot rental rate for this space increases to \$11.06 (\$7,175 per month). Effective July 1, 2015, the annual per square foot rental rate for this space increases to \$11.62 (\$7,534 per month). This Addendum contains one 10-year renewal option with an annual per square foot rental rate of \$12.78 (\$8,287 per month). Effective July 1, 2020, the annual per square foot rental rate for this space increases to \$13.42 (\$8,701 per month). Effective July 1, 2023, the annual per square foot rental rate for this space increases to \$13.98 (\$9,067 per month). This Addendum contains a standard cancellation clause with 90 days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The purpose of this Addendum is to extend the current term and add one 10-year renewal option to the current lease. The Department is satisfied with the current location and the Lessor has been very responsive to any needs and has kept the property in good condition.

Benefit

This Addendum will allow the Department to secure a rental rate savings of \$83,592, and remain at their current location thereby avoiding relocation costs. The rental rates are below market value for comparable spaces.

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Funding Source

100% Restricted

Commitment

One 10-year renewal option; however, this Addendum contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from being able to protect and promote the natural resources of the State of Michigan.

Zip Code

48034

10. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GARDEN CITY - Addendum No. 1 to Lease No. 11127-2005 approved by the State Administrative Board on August 1, 2006, between Pierce Place, LLC, a Michigan Limited Liability Company, 1715 Middlebelt Road, Garden City, Michigan 48135, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Military and Veterans Affairs, as Lessee, for 1,400 square feet of space located at 30104 Ford Road, Garden City, Michigan 48135. This Addendum provides for adding three five-year renewal options and exercising the first option, changing utilities and janitorial services to be the Lessor's responsibility, and updating lease language. 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 August 1, 2011 is \$18.17 (\$2,120 per month). This Addendum contains two five-year renewal options with annual per square foot rental rates of \$22.80 (\$2,660 per month) and \$27.43 (\$3,200 per month) respectively. This Addendum contains a standard cancellation clause with 90 days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The purpose of this Addendum is to add three five-year renewal options to the current lease. The rental rate in the renewal periods will reflect a 28% savings from rent being paid in the current term by the Department of Military and Veteran's Affairs. The space is utilized by the Michigan National Guard as a recruiting office and meets the needs of the agency.

Benefit

The benefit of this Addendum will allow the Department of Military and Veteran's Affairs to keep their current location, avoid relocation costs and preclude the need to inform customers of a new location. The Department will also be able to capture a 28% reduction in rental payments starting August 1, 2011. The rental rate is within market value for comparable spaces.

Funding Source

100% Federal

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Commitment

Three five-year renewal options; however, this Addendum contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from being able to perform their services and meet with recruits efficiently and without the disruption of relocating the functions performed in the subject space.

Zip Code

48135

CONVEYANCE OF SURPLUS STATE REAL PROPERTY

11. THE DEPARTMENT OF TECHNOLOGY, MANAGEMENT & BUDGET (DTMB) recommends the conveyance of the Property described below (the "Property"), located in Marion Township, Livingston County, Michigan to The County of Livingston, a municipal corporation and political subdivision of the State of Michigan, for consideration of \$1.00 (One and 00/100 Dollar).

Legislative Background

This deed is given to correct the legal description in the 2003 Quitclaim Deed between the parties, dated December 19, 2003 and recorded in Liber 4350, Page 0498, Livingston County Records. The 2003 Quitclaim Deed was issued in accordance with 1997 Public Act 174. The Property is described as:

Part of the Southeast ¼ of Section 4, Town 2 North, Range 4 East, Marion Township, Livingston County, Michigan, more particularly described as follows: Commencing at the Southeast corner of said Section 4; thence South 89 degrees 57 minutes 35 seconds, West 532.30 feet, on the South line of said Section 4 to the point of beginning of this description; thence South 89 degrees 57 minutes 35 seconds West 791.82 feet, on the South line of said Section 4; thence North 01 degrees 49 minutes 48 seconds, West 700.00 feet; thence North 89 degrees 57 minutes 35 seconds, East 791.82 feet; thence South 01 degrees 49 minutes 48 seconds, East 700.00 feet, to the South line of said Section 4 and the point of beginning. Containing 12.72 acres, more or less.

The Property description is approximate and is subject to adjustment as the state administrative board or attorney general considers necessary by survey or other legal description.

Purpose/Business Case

This deed is given to correct the legal description in the 2003 Quitclaim Deed issued by the State Administrative Board to Livingston County for One Hundred Fifty-Two Thousand Five Hundred and No/100 Dollars (\$152,500.00). The legal description on the original conveyance deed was incomplete and prevents Livingston County from utilizing the property.

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The recommended conveyance corrects the legal description and satisfies the criteria set forth in the Act.

Benefit

The approval of this recommendation will allow the conveyance that was previously thought complete when purchased by Livingston County in 2003. Correction of the deed will relieve the State of any potential ownership responsibilities.

Funding Source/Commitment

N/A

Risk Assessment

Failure to approve this corrective deed would result in the inability of Livingston County to utilize the surplus property it purchased and may result in the loss of revenue to the general fund.

Zip Code

49670

CONTRACT CHANGE ORDER

12. DEPARTMENT OF TECHNOLOGY, MANAGEMENT & BUDGET, DETROIT - CCO No. 62 for Lease No. 10785 approved by the State Administrative Board on December 21, 1999, between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Technology, Management & Budget as Lessee. This CCO provides for build-out/renovation of 9,800 square feet of vacant first floor space at Cadillac Place as requested by the Department of Technology, Management & Budget for DELEG – UIA at a cost not-to-exceed \$971,751. The space is located at 3044 W. Grand Blvd., Detroit, MI 48202.

Purpose/Business Case

This CCO provides for office build-out and renovation of 9,800 square feet of currently vacant first floor office space at Cadillac Place to accommodate space for a federally funded program to rewrite the Unemployment Insurance Agency's main computer program.

Benefit

The State will gain a newly renovated office suite of 9,800 square feet in Cadillac Place using Federal funds. After the initial project planned for that space is completed, the upgraded office space would be available for other state use.

Funding Source

100% Federal Funds through the bill back process to DELEG - UIA

Commitment

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

Risk Assessment

Non-approval of this CCO will hinder the Department from using available federal funds to secure upgraded office space at Cadillac Place to accommodate the computer rewrite project and other suitable state use.

ZIP Code

48292

PURCHASE OF PRIVATELY OWNED PROPERTY

**13. THE DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAYLING -
Michigan Army National Guard**

1992 PA 307 authorizes The Department of Military and Veterans Affairs, with State Administrative Board approval, to purchase property situated in the township of Grayling, County of Crawford, State of Michigan pursuant to the terms of a written agreement entitled "Buy and Sell Agreement Vacant Land" between the Michigan Department of Military and Veterans Affairs and RE/MAX of Grayling and Allen Daniels, Northwood Estates II LLC, a Michigan limited liability company for the consideration of \$35,000.00. The property to be purchased is located in the City of Grayling, County of Crawford, and State of Michigan. The property was appraised at \$35,000.00 by Kenneth R. Arndt & Associates, Inc., of Gaylord on October 29, 2010.

Recommendation

That in consideration of \$35,000.00, the property identified below, under the jurisdiction of the Northwood Estates II LLC, is conveyed to the Department of Military and Veterans Affairs. The property is located in the City of Grayling, County of Crawford, State of Michigan, and is further described as:

A parcel of land in the SE ¼ of Section 31. T27N, R3W, Grayling Township, Crawford Country, Michigan and more particularly described as commencing at the S ¼ corner of said section 31; thence N01°10'28"E 2253.09 feet, on the N-S ¼ line of said section 31; thence S88°48'14"E 32.96 feet, to the point of beginning on the easterly right of way line of Business Loop 1-75; thence S88°48'14"E 317.47 feet, to the northwest corner of lot No. 1, Northwood Estates Condominium; thence S01°12'21"W 260.20 feet, on the west line of said condominium to the southwest corner of lot No. 1. Northwood Estates Condominium and the north right of way to McCullough Boulevard; thence 113.38 feet on the arc of a 700.00 foot radius curve to the right with a long chord bearing and distance of S83°29'04"W 113.25 feet, on said north right of way; thence N89°49'29"W 155.63 feet, on said north right of way to the easterly right of way of Business Loop 1-75; thence 277.18 feet on the arc of a 3349.04 foot curve to the left with a long chord bearing and distance of N09°05'53"W 277.09 feet, to the point of beginning, containing 1.816

Mr. Saxton presented the Building Committee Report for the regular meeting of March 29, 2011. After review of the foregoing Building Committee Report, Mr. Saxton moved that the Report covering the regular meeting of March 29, 2011, be approved and adopted. The motion was supported by Mr. Forstner and unanimously approved.

APPROVED

April 5, 2011 No. 16

April 5, 2011

Michigan State
Administrative Board

**COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD**

The Honorable Rick Snyder, 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 March 29, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved

Mary G. MacDowell

Member: David Murley, representing
Governor Snyder

Approved

David Murley

Member: Iris Lopez, representing
Attorney General Schuette

Approved

Iris Lopez

Others: Jarrod Smith, Department of Attorney General; Sherry Bond, Pat
Mullen, Janet Rouse, Department of Technology, Management and
Budget; Joe Fielek, Mary Martin, Department of Treasury; Nat
Forstner, Lt. Governor's Office; Jim Bliss, Kester So, Dickinson
Wright

Ms. MacDowell called the meeting to order.

The Finance and Claims Committee Regular Agenda and Amended Recovery Act
Funds Agenda were presented.

Following discussion, Ms. Lopez moved that the Regular Agenda and
Amended Recovery Act Funds Agenda be recommended to the State
Administrative Board for approval with Item 2a of the Amended Recovery
Act Funds Agenda withdrawn. The motion was supported by Mr. Murley and
unanimously adopted.

Ms. MacDowell adjourned the meeting.

At the State Administrative Board meeting on April 5, 2011, Items 20(1)
and 20(2) of the Regular Agenda were withdrawn by the Department of
Technology, Management and Budget.

A G E N D A

4/5/2011 12:00 version

FINANCE AND CLAIMS COMMITTEE

March 29, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

April 5, 2011, 11:00 a.m.
Lake Superior Room
1st 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 AGRICULTURE

1) Public Sector Consultants, Inc.
Lansing, MI \$ 39,355.00 Total
FY11 100% Restricted Fund
Non-retail Liquor License Fees
In-state strategic planning
services for the Michigan Grape
and Wine Program

2. DEPARTMENT OF COMMUNITY HEALTH

1) Daniel P. Ochylski
Independent Nursing Services
Roseville, MI \$ 196,165.00 Total
FY11-13 100% Federal Fund
Thirty-one month agreement to
provide assistance in
developing and implementing the
MI Building Training Building
Quality Personal and Home Care
Aide Training Project

3. DEPARTMENT OF CORRECTIONS

1) SupplyPro
Grand Blanc, MI \$ 404,080.00 Total
FY11-14 100% Revolving Fund
Correctional Industries Revolving Fund
Three-year contract to purchase
floor finish concentrate

4. DEPARTMENT OF EDUCATION

1) Grand Traverse Resort
Acme, MI

NOT TO EXCEED
\$ 75,000.00 (one-time)
FY11 60% Federal Fund
40% Restricted Fund
Revenue Account
Conference facility for the
2012 Rural Libraries Conference

5. DEPARTMENT OF HUMAN SERVICES

1) Bethany Christian Services
Grand Rapids, MI

NOT TO EXCEED
\$ 382,500.00 Total
FY11-13 100% Federal Fund
To provide a variety of
services for youth
transitioning into independent
living status from foster care
in Kent County

2) Every Woman's Place
Muskegon, MI

NOT TO EXCEED
\$ 75,000.00 Total
FY11-13 100% Federal Fund
To provide a variety of
services for youth
transitioning into independent
living status from foster care
in Muskegon County

3) Various SACS11-series
(Listing on file)

NOT TO EXCEED
\$ 6,122,099.00 Total
FY11-14 48% Federal Fund
52% Other - Sexual Assault
Medical Intervention Act -
Criminal fine fees
Three-year contract for Sexual
Assault Comprehensive Services
Statewide

6. DEPARTMENT OF NATURAL RESOURCES

1) Lockett Enterprises, LLC Flint, MI	NOT TO EXCEED \$ 26,047.00 Total FY11 13% Federal Fund 87% Restricted Fund <i>Game and Fish Waterfowl Fund</i> Purchase of bulk fertilizer for the Harson's Island Field Office
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7. DEPARTMENT OF STATE POLICE

1) Detroit Tigers, Inc. Detroit, MI	\$ 59,860.00 Total FY11 100% Federal Fund Public Service Announcements
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SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

8. DEPARTMENT OF HUMAN SERVICES

1) Orchards Children's Services Southfield, MI	\$ 168,568.00 Amendment \$ 365,230.00 New Total FY12 100% Federal Fund Additional funds for a one-year option to continue adoption permanency services in Oakland, Genesee and Macomb counties
2) Orchards Children's Services Southfield, MI	\$ 166,809.00 Amendment \$ 361,420.00 New Total FY12 100% Federal Fund Additional funds for a one-year option to continue adoption permanency services in Wayne County
3) Orchards Children's Services Southfield, MI	\$ 39,984.00 Amendment \$ 274,992.00 New Total FY11-12 100% Federal Fund Additional funds due to unanticipated need for Life Skills services in Genesee County

8. DEPARTMENT OF HUMAN SERVICES continued

- 4) Orchards Children's Services \$ 81,681.00 Amendment
 Southfield, MI \$ 637,113.00 New Total
 FY11-13 100% Federal Fund
 Additional funds due to
 unanticipated need for Families
 Together Building Solutions
 services in Genesee County

- 5) Dial Help, Inc. \$ 59,775.00 Amendment
 Houghton, MI \$ 6,249,840.00 New Total
 FY11-12 100% Federal Fund
 Additional funds 1 year, six-
 month, one-day extension to
 continue domestic violence
 programs in Baraga, Houghton,
 Keweenaw and Ontonagon counties

9. DEPARTMENT OF NATURAL RESOURCES

- 1) Various \$ 0.00 Amendment
 (Listing on file) \$ 300,000.00 New Total
 100% Restricted Fund
Park Improvement Fund
 To add pre-qualified
 contractors to previously
 approved sand relocation
 projects

SECTION III - AGENCY SUBMITTED - NEW GRANTS

10. DEPARTMENT OF AGRICULTURE

- 1) Chippewa-East Mackinac \$ 133,967.00 Total
 Conservation District FY11-12 100% Federal Fund
 Sault Ste. Marie, MI In-state temporary staff to
 conduct Emerald Ash Borer Slow
 Ash Mortality project in the
 Upper Peninsula

11. DEPARTMENT OF COMMUNITY HEALTH

- 1) Public Sector Consultants
Lansing, MI
- \$ 55,000.00 Total
FY11 100% Federal Fund
Seven-month agreement to
provide funding for
preparedness assessments of
long term care facilities

12. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Michigan Saves, Inc.
Lansing, MI
- \$ 4,694,245.00 Total
FY11-13 100% Federal Fund
To create a self-sustaining
small commercial financing
program to achieve energy
efficiency retrofits in at
least 2% of a defined market
sector and to be part of a
portfolio of financing options
available to customers in the
state through Michigan Saves, a
nonprofit organization
- 2) Mr. L. Brooks Patterson for
Oakland County Workforce
Development Division
Waterford, MI
- \$ 526,247.00 Total
FY11 100% Federal Fund
Grantee will receive funds to
provide retraining, job
placement and other services to
dislocated workers affected by
plant closures/mass layoffs

13. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) City of Southgate
Southgate, MI
- \$ 595,000.00 Total
FY11-12 100% Restricted Fund
Clean Michigan Initiative
Grant to conduct environmental
response and remediation
activities that protect the
public health, the environment
to assist the redevelopment of
brownfields

14. DEPARTMENT OF TREASURY

- 1) Various Grantees
(Listing on file) \$ 432,000.00 Total
FY11 Various Funding
See abstract for list of funds
Michigan Council for Arts and
Cultural Affairs Grants

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

15. DEPARTMENT OF COMMUNITY HEALTH

- 1) Michigan Association of
United Ways 2-1-1
Lansing, MI \$ 70,000.00 Amendment
\$ 100,000.00 New Total
FY11 100% Federal Fund
Additional funds for one-year
grant agreement to provide
funding for Michigan 2-1-1 to
respond to increase in calls
relating to the H1N1
vaccination campaign
- 2) Delta Dental Plan of
Michigan
Lansing, MI \$ 7,103,006.00 Amendment
\$ 69,619,992.00 New Total
FY11 70% Federal Fund
30% General Fund
Additional funds for one-year
grant agreement to provide
funding for the administration
of the Medicaid dental benefit
for beneficiaries under age 21
- 3) National Kidney Foundation
Diabetes Prevention
Pittsfield, MI \$ 86,066.00 Amendment
\$ 473,066.00 New Total
FY11 57.72% Federal Fund
42.28% Restricted Fund
Healthy Michigan Fund
Additional funds to one-year
grant agreement to provide
funding for the enhancement of
the quality of diabetes care by
educating providers, consumers
and the public

15. DEPARTMENT OF COMMUNITY HEALTH continued

- 4) Various Centers for Independent Living (Listing on file) \$ 627,646.00 Amendment \$ 1,553,646.00 New Total FY11 100% Various funding See Bid Tab for list of funds Additional funding for one-year grant agreement to provide nursing facility transition services
- 5) Public Health Foundation Washington, DC \$ 12,000.00 Amendment \$ 28,000.00 New Total FY11 100% Federal Fund Additional funds for one-year grant agreement to perform enhancements to the MI-TRAIN program

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

16. DEPARTMENT OF CORRECTIONS

- 1) Mandel Metals Franklin Park, IL \$ 614,100.00 (3 years) FY11-14 100% Revolving Fund Correctional Industries Revolving Fund 071B1300217/071B1300218 Cold Rolled Steel and Aluminum Sheets for Michigan State Industries
- Patriot Solutions Caledonia, MI \$ 888,460.00 (3 years) FY11-14 100% Revolving Fund Correctional Industries Revolving Fund 071B1300217/071B1300218 Cold Rolled Steel and Aluminum Sheets for Michigan State Industries

17. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) GDS Associates, Inc. \$ 433,342.50 (1 year)
Marietta, GA FY11-12 100% Restricted Fund
*Low-Income Energy and Energy
Efficiency Fund*
071I1300062 Energy
Optimization & Customer Sited
Renewable Energy Potential
Study

18. DEPARTMENT OF NATURAL RESOURCES

1) Maurer's Textile Rental \$ 90,598.75 (5 years)
Services, Inc. FY11-16 100% Restricted Fund
Dewitt, MI RAM Center Revolving Fund
071I1300219 Laundry Services
for the McMullen Center

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

Various RE:START Vendors Short-term Staff Augmentation
for information technology for
various departments

1) 22nd Century Technologies NOT TO EXCEED
(David Palecek) \$ 109,120.00 (1 year)
East Lansing, MI FY11 100% Restricted Fund
*Electronic Monitoring Anti
Diversion & Education fund*
071I1300098 For a Programmer
Analyst to assist the
Department of Community Health
with updating the Michigan
Automated Prescription system
to comply with the 2005 NASPER
federal mandate for
Prescription Monitoring
Information Exchange and to
provide knowledge transfer of
the MAPS system to State staff

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- | | | |
|----|--|---|
| 2) | Interpro, Inc.
(Bala Subrahmanyam)
Keego Harbor, MI | NOT TO EXCEED
\$ 64,925.00 (1 year)
FY11 100% Federal Fund
071I1300070 For a Programmer to assist the Department of Human Services in the development of a new background check application for the Office of Early Education and Care, Child Development and Care (CDC) program |
| 3) | JDM Systems Consultants
(Lisa Morris)
Farmington Hills, MI | NOT TO EXCEED
\$ 228,160.00 (1 year)
FY11 100% Restricted Fund
State Trunkline Fund-IDG
071I1300077 For a Technical Consultant to assist Department of Transportation, Operations Systems Section in architecting and designing next generation enterprise technologies |
| 4) | NGRAM, LLC
(Ajit Kumar Rath)
Bloomfield Hills, MI | NOT TO EXCEED
\$ 109,120.00 (1 year)
FY11 96.4% Federal Fund
3.60% General Fund
071I1300071 For a Systems Administrator to assist the Department of Human Services with a variety of network engineer duties for the Michigan Disability Determination System |

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- 5) Omniscient Systems, Inc.
(Bharath V. Kuppuswamy)
Round Rock, TX
- NOT TO EXCEED
\$ 158,720.00 (1 year)
FY11 100% Restricted Fund
*Criminal Justice Information
Center Fees*
071I1300092 For a Senior
Software Engineer to assist the
Department of State Police in
making improvements and
modifications to the Michigan
Criminal Justice Information
Network Admin Tool program used
to maintain user accounts and
privileges in the MICJIN Portal
environment
- 6) OpTech, LLC
(Raghunath Pasunoori)
Detroit, MI
- NOT TO EXCEED
\$ 77,000.00 Total
FY11 100% Restricted Fund
Agency IDG Bill Back
071I1300080 For a Programmer
Analyst to assist the
Department of Energy, Labor,
and Economic Growth, Michigan
Business One Stop with the
Michigan Business Services
Improvement Initiative
- 7) Peer Solutions Group, Inc.
(Mohamed Peeran)
West Bloomfield, MI
- NOT TO EXCEED
\$ 188,480.00 (1 year)
FY11 100% Federal Fund
071I1300091 For a Project
Manager to assist the
Department of Education with
overall supervision of the
development and implementation
of the Michigan Profile for
Healthy Youth survey
application and other MDE
projects as needed

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- 8) Ragha Systems
(Satish K. Thakre)
Grand Blanc, MI
- NOT TO EXCEED
\$ 136,896.00 (1 year)
FY11 96.4% Federal Fund
3.60% General Fund
071I1300076 For a Senior
Systems Analyst to assist the
Department of Transportation by
providing the primary support
of maintenance and support for
critical Department of
Transportation Power Builder
applications, both client/
server and web-based
- 9) System Technology Group
(Rajesh Yellamraju)
Troy, MI
- NOT TO EXCEED
\$ 72,875.00 (1 year)
FY11 100% Federal Fund
071I1300070 For a Programmer
to assist the Department of
Human Services in the
development of a new background
check application for the
Office of Early Education and
Care, Child Development and
Care (CDC) program
- 10) Technology Resource
Services, Inc.
(Abshishek Chintalapelli)
New York, NY
- NOT TO EXCEED
\$ 168,640.00 (1 year)
FY11 100% Restricted Fund
State Trunkline Fund
071I1300081 For a Senior
Programmer to assist the
Department of Transportation
with key new generation
projects

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- | | |
|---|--|
| <p>11) Unified Business
Technologies, Inc.
(Vikas Malik)
Troy, MI</p> | <p>NOT TO EXCEED
\$ 68,118.25 (1 year)
FY11 100% Federal Fund
071I300070 For a Programmer to
assist the Department of Human
Services in the development of
a new background check
application for the Office of
Early Education and Care, Child
Development and Care (CDC)
program</p> |
| <p>12) Youngsoft, Incorporated
(Wes Kempa)
Wixom, MI</p> | <p>NOT TO EXCEED
\$ 148,880.00 (1 year)
FY11 100% Restricted Fund
<i>Criminal Justice Information
Center Fees</i>
071I1300094 For a Senior
Software Engineer to assist the
Department of State Police in
the construction of a portlet
applications to be used in the
new LifeRay-based Michigan
Criminal Justice Information
Network Portal environment</p> |

20. DEPARTMENT OF TRANSPORTATION

- | | |
|---|--|
| <p>1) Mobility Transportation
Services
Canton, MI</p> <p>Withdrawn at Ad Board</p> | <p>\$ 5,365,845.00 (2 years)
FY11-13 80% Federal Fund
20% General Fund
071I1300041 Modified Full
Conversion Vans</p> |
| <p>2) Mobility Transportation
Services
Canton, MI</p> <p>Withdrawn at Ad Board</p> | <p>\$ 3,374,300.00 (2 years)
FY11-13 80% Federal Fund
20% General Fund
071I1300041 Accessible
Passenger Vehicle-Mini Van</p> |

21. DEPARTMENT OF TREASURY/BUREAU OF STATE LOTTERY

1)	Gassin Hufferberger & Associates Dublin, OH	\$ 741,800.00 (3 years) FY11-14 100% Restricted Fund <i>Lottery Restricted Fund</i> 071I1300083 Consulting Services for Michigan Bureau of State Lottery
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SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

22. DEPARTMENT OF COMMUNITY HEALTH

1)	Clifton Gunderson, LLP Indianapolis, IN	\$ 620,050.00 Amendment \$ 1,800,615.00 New Total FY11-12 50% General Fund 50% Federal Fund 071B9200051 Additional funding for a one-year option to the contract for Eligibility Verification Services
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23. DEPARTMENT OF CORRECTIONS

1)	Michigan Milk Producers Novi, MI	\$ 2,600,000.00 Amendment \$ 9,336,000.00 New Total FY11-12 100% Revolving Fund <i>Correctional Industries</i> <i>Revolving Fund</i> 071B7200297 Additional funds for a one-year option to the contract for Raw Skim Milk for Michigan State Industries
2)	North Oakland Commodities Incorporated Grand Blanc, MI	\$ 200,000.00 Amendment \$ 1,136,944.54 New Total FY11 100% General Fund 071B6200339 Additional funding for Frozen Beef Franks and Spot Buys-Lower Peninsula

24. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1) NYE Uniform \$ 69,000.00 Amendment
 Grand Rapids, MI \$ 157,888.62 New Total
 FY11-12 100% Federal Fund
 071B9200250 Additional funding
 for Purchase of Uniforms

25. DEPARTMENT OF STATE POLICE

1) CDI-Infrastructure, LLC \$ 757,800.00 Amendment
 Edensburg, PA \$ 911,960.00 New Total
 FY11-12 50% Federal Fund
 50% Restricted Fund
See bid tab for list of funds
 071B1300089 Additional funds
 for a six-month option to the
 contract for Consulting, Safety
 & Security Services: Internet
 Protocol(IP)-911 Feasibility
 Study

2) Michigan Taser Distributing \$ 50,000.00 Amendment
 South Lyon, MI \$ 515,368.20 New Total
 FY12 100% General Fund
 071B8200242 Additional funds
 for a one-year option to the
 contract for Tasers

26. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Alcohol Monitoring Systems, \$ 800,000.00 Amendment
 Incorporated \$ 2,450,000.00 New Total
 Littleton, CO FY11 100% General Fund
 071B9200162 Additional funding
 for Alcohol Monitoring Systems
 and Maintenance for the
 Department of Corrections

2) Office Max \$ 0.00 Amendment
 Warren, MI \$ 55,588,861.00 New Total
 100% Various funding
Various Funding will be utilized
 071B8200086 For a one-month,
 11-day extension of the State
 Office Supplies Contract-Statewide

26. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

Various RE:START Vendors

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

- 3) Arrow Strategies
(Kirby Wintermeyer)
Bingham Farms, MI

\$ 218,240.00 Amendment
\$ 436,480.00 New Total
FY11 100% Revolving Fund
Bill back-Various Agency Funds
071B0200180 Additional funding for a one-year option to the contract for a Technology Consultant for the Department of Technology, Management, and Budget, Technical Services Division, with mission critical support of the Citrix Center of Excellence infrastructure and technology environment

- 4) Systems Technology Group
(Karthikeyan Kathirely)
Troy, MI

\$ 162,688.00 Amendment
\$ 495,936.00 New Total
FY11 100% Restricted Fund
Criminal Justice Information Center Fees
071B9200159 Additional funding for a one-year option to the contract for a Senior Programmer Analyst to provide the Michigan State Police with continued support of the Data Collection and Retrieval System

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

27. DEPARTMENT OF CORRECTIONS

Employee Claims

- 1) Matthew Roback \$118.14

The claimant (11-SAB-013) requests \$118.14 reimbursement for damage to his vehicle when an inmate accidentally pushed a laundry cart into the driver's side mirror. The Committee recommends approval for this claim.

Inmate Claims

- 2) Mario Baynes #325044 \$199.75

The claimant (11-SAB/DOC-060) requests \$199.75 reimbursement for his TV stolen while under control of the Department. The Committee recommends approval of this claim.

- 3) Brian Berger #197891 \$ 14.76

The claimant (11-SAB/DOC-061) requests \$14.76 reimbursement for his store order never received. The Committee recommends approval of this claim.

- 4) Pablo Bonilla #490051 \$ 21.74

The claimant (11-SAB/DOC-011) requests \$21.74 reimbursement for his hobby craft order never received. The Committee recommends approval of this claim.

- 5) Justin Boroughf #467236 \$ 85.50

The claimant (11-SAB/DOC-062) requests \$85.50 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$114.00 for this claim.

- 6) Shawn Boyer #269650 \$183.02

The claimant (10-SAB/DOC-597) requests \$183.02 reimbursement for his MP3 player, songs, photocopying and postage lost while under control of the Department. . The Committee recommends approval of \$174.02 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

- 7) Lee Bradford #325479 \$ 57.98

The claimant (11-SAB/DOC-063) requests \$57.98 reimbursement for his shoes destroyed by staff. The Department recommends approval of this claim.

- 8) Claude Braziel #224012 \$349.00

The claimant (11-SAB/DOC-064) requests \$349.00 reimbursement for his footlocker and personal property lost while under control of the Department. The Department recommends approval of this claim.

- 9) Samuel Calhoun #379175 \$ 32.00

The claimant (11-SAB/DOC-065) requests \$32.00 reimbursement for his typewriter cover damaged during transfer from one facility to another. The Department recommends approval of this claim.

- 10) Donald Carlson #179923 \$335.91

The claimant (11-SAB/DOC-066) requests \$335.91 reimbursement for 17 printwheels and 18 typewriter ribbons lost while under control of the Department. The Department recommends approval of this claim.

- 11) David Dent #196926 \$ 52.28

The claimant (11-SAB/DOC-068) requests \$52.28 reimbursement for his store bag never received. The Department recommends approval of this claim.

- 12) Rodney Derrickson #354335 \$174.99

The claimant (11-SAB/DOC-020) requests \$174.99 reimbursement for his typewriter damaged during transfer from one facility to another. The Department recommends approval of this claim.

- 13) Jason Eidam #266232 \$ 87.00

The claimant (11-SAB/DOC-069) requests \$ 87.00 reimbursement for his footlocker damaged during transfer from one facility to another. The Department recommends approval of this claim.

27. DEPARTMENT OF CORRECTIONS continued

14) Shawn Ellesin #215190 \$278.32

The claimant (11-SAB/DOC-017) requests \$278.32 reimbursement for his MP3 player and music credits lost during transfer from one facility to another. The Department recommends approval of this claim.

15) Frederick Evans #242801 \$142.50

The claimant (11-SAB/DOC-003) requests \$142.50 reimbursement for his TV lost during transfer from one facility to another. The Department recommends approval of \$114.00 for this claim.

16) Susan Farrell #206979 Unspecified

The claimant (10-SAB/DOC-590) requests reimbursement of an unspecified amount for her TV damaged during transfer from one facility to another. The Department recommends approval of \$126.35 for this claim.

17) Alvarez Felix #236214 \$ 51.00

The claimant (11-SAB/DOC-070) requests \$51.00 reimbursement for miscellaneous property lost while under control of the Department. The Department recommends approval of this claim.

18) Joe Freeman #216244 \$330.00

The claimant (11-SAB/DOC-015) requests \$330.00 reimbursement for his eyeglasses lost while under control of the Department. The Department recommends approval of this claim.

19) Robert Gonzalez #534765 \$ 99.54

The claimant (11-SAB/DOC-071) requests \$99.54 reimbursement for his store bag ordered and never received. The Department recommends approval of this claim.

20) Gerald Hailey #253749 \$148.55

The claimant (11-SAB/DOC-072) requests \$148.55 reimbursement for his typewriter, ribbon and print wheel lost during transfer from one facility to another. The Department recommends approval of \$150.20 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

21) Carile Harris #680831 \$ 64.11

The claimant (10-SAB/DOC-507) requests \$64.11 reimbursement for her Hanes order never received. The Department recommends approval of this claim.

22) Phillip Hockaday #677683 \$223.09

The claimant (10-SAB/DOC-624) requests \$223.09 reimbursement for his TV and groceries lost during transfer from one facility to another. The Department recommends approval of this claim.

23) Nicholas Hougas #695890 \$151.16

The claimant (11-SAB/DOC-006) requests \$151.16 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$144.00 for this claim.

24) Reginal Hubbard #137817 \$ 6.12

The claimant (10-SAB/DOC-576) requests \$6.12 reimbursement for his lock damaged by staff. The Department recommends approval of this claim.

25) Antron Jennings #262182 \$ 19.96

The claimant (11-SAB/DOC-009) requests \$19.96 reimbursement for his store bag ordered and never received. The Department recommends approval of \$17.76 for this claim.

26) Larry John #480287 \$ 29.75

The claimant (11-SAB/DOC-001) requests \$29.75 reimbursement for his watch, belt and shoestrings lost while under control of the Department. The Department recommends approval of this claim.

27) Desmond Joseph #578713 \$128.00

The claimant (11-SAB/DOC-074) requests \$128.00 reimbursement for his MP3 player destroyed during transfer from one facility to another. The Department recommends approval of \$122.00 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

28) Oley Keahey #284193 \$ 51.74

The claimant (11-SAB/DOC-075) requests \$51.74 reimbursement for his clothes not returned from the laundry. The Department recommends approval of this claim.

29) Jon Kotewa #375054 \$ 45.98

The claimant (11-SAB/DOC-077) requests \$45.98 reimbursement for his shoes ordered and never received. The Department recommends approval of this claim.

30) Tryston Lauderdale #419379 \$ 55.00

The claimant (10-SAB/DOC-593) requests \$55.00 reimbursement for his Sony Walkman and beard trimmers lost during transfer from one facility to another. The Department recommends approval of \$58.98 for this claim.

31) Gary Lentz #655484 \$144.00

The claimant (11-SAB/DOC-078) requests \$144.00 reimbursement for his TV lost while under control of the Department. The Department recommends approval of this claim.

32) McKinley Lightner #685584 \$142.50

The claimant (10-SAB/DOC-595) requests \$142.50 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$114.00 for this claim.

33) Edward Lint, Jr. #366111 \$332.55

The claimant (11-SAB/DOC-079) requests \$332.55 reimbursement for numerous items lost during transfer from one facility to another. The Department recommends approval of \$306.52 for this claim.

34) Edward Lint, Jr. #366111 \$139.97

The claimant (11-SAB/DOC-080) requests \$139.97 reimbursement for his shoes, watch and belt lost during transfer from one facility to another. The Department recommends approval of \$151.26 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

35) Mark Lytle #186552 \$ 54.99

The claimant (11-SAB/DOC-081) requests \$54.99 reimbursement for his shoes lost while under control of the Department. The Department recommends approval of this claim.

36) Michael Malott #467434 \$963.16

The claimant (10-SAB/DOC-591) requests \$963.16 reimbursement for miscellaneous items lost during transfer from one facility to another. The Department recommends approval of this claim.

37) Casper Maniaci #378646 \$ 18.75

The claimant (11-SAB/DOC-082) requests \$18.75 reimbursement for his radio destroyed by staff. The Department recommends approval of this claim.

38) Darnell McCollum #411579 \$135.37

The claimant (11-SAB/DOC-013) requests \$135.37 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$142.50 for this claim.

39) Steve Montgomery #207838 \$ 34.94

The claimant (10-SAB/DOC-594) requests \$34.94 reimbursement for his tape player lost while under control of the Department. The Department recommends approval of this claim.

40) Jamar Moore #711071 \$166.20

The claimant (11-SAB/DOC-085) requests \$166.20 reimbursement for his TV, headphones, cosmetics and a picture book lost during transfer from one facility to another. The Department recommends approval of this claim.

41) James Muhamet #158140 \$129.20

The claimant (10-SAB/DOC-570) requests \$129.20 reimbursement for his MP3 player lost while under control of the Department. The Department recommends approval of this claim.

27. DEPARTMENT OF CORRECTIONS continued

42) Richard Olson #175559 \$ 25.27

The claimant (11-SAB/DOC-086) requests \$25.27 reimbursement for his hobby craft order he never received. The Department recommends approval of this claim.

43) Stanley Parker #249324 \$160.06

The claimant (10-SAB/DOC-575) requests \$160.06 reimbursement for his TV damaged during transfer from one facility to another. The Department recommends approval of \$106.42 for this claim.

44) Demarius Richard #341240 \$160.06

The claimant (11-SAB/DOC-087) requests \$160.06 reimbursement for his TV damaged during transfer from one facility to another. The Department recommends approval of \$128.05 for this claim.

45) Milton Rickman #252749 \$999.99

The claimant (10-SAB/DOC-603) requests \$999.99 reimbursement for his footlocker and legal papers. The Department recommends approval of this claim.

46) Heather Robinson #309247 \$ 87.00

The claimant (10-SAB/DOC-592) requests \$87.00 reimbursement for her typewriter damaged while under control of the Department. The Department recommends approval of this claim.

47) Raymond Smith #220720 \$259.57

The claimant (10-SAB/DOC-557) requests \$259.57 reimbursement for his TV, Walkman and winter coat lost during transfer from one facility to another. The Department recommends approval of \$210.43 for this claim.

27. DEPARTMENT OF CORRECTIONS continued

48) Lawrence Snelson #428841 \$ 20.00

The claimant (11-SAB/DOC-088) requests \$20.00 reimbursement for his photo album and food items lost during transfer from one facility to another. The Department recommends approval of this claim.

49) Willie Taylor #447177 \$202.56

The claimant (10-SAB/DOC-627) requests \$202.56 reimbursement for his MP3 player and 44 downloaded songs lost while under control of the Department. The Department recommends approval of \$200.80 for this claim.

50) Christopher Waldron #242163 \$ 13.43

The claimant (11-SAB/DOC-090) requests \$13.43 reimbursement for his fan lost during transfer from one facility to another. The Department recommends approval of this claim.

51) Justin Wallace #308628 \$ 78.99

The claimant (11-SAB/DOC-091) requests \$78.99 reimbursement for his pants numbered wrong by staff. The Department recommends approval of this claim.

52) Timothy Watt #237281 \$ 48.51

The claimant (11-SAB/DOC-092) requests \$48.51 reimbursement for his radio lost while under control of the Department. The Department recommends approval of this claim.

53) Annie Williams #145485 \$ 53.00

The claimant (10-SAB/DOC-573) requests \$53.00 reimbursement for her shoes lost while under control of the Department. The Department recommends approval of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

28. DEPARTMENT OF CORRECTIONS

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

Baraga Correctional Facility-3/15/2011

29. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

This is to report an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #511N1301073 for \$55,906.19 with Meggitt Training Systems for the purchase of range target supplies and equipment for Range Control at Camp Grayling.

30. DEPARTMENT OF NATURAL RESOURCES

Requests approval of the Second Amendment to the Memorandum of Agreement between the Michigan Department of Natural Resources and Michigan State University

31. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

The Secretary of the State Administrative Board's March 1, 2011 report of unresolved claims over 90 days old

32. DEPARTMENT OF TREASURY

Requests approval of a resolution entitled, "Resolution of the State Administrative Board State of Michigan Authorizing the Issuance and Sale of State of Michigan General Obligation School Loan Bonds" for not to exceed \$150,000,000.00

The Director of the Department of Technology, 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 DTMB Director or designee.

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

3/29/2011 12:00 version

FINANCE AND CLAIMS COMMITTEE
March 29, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD
April 5, 2011, 11:00 a.m.
Lake Superior Room
1st 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

1a. DEPARTMENT OF AGRICULTURE

1)	Chippewa-East Mackinac Conservation District Sault Ste. Marie, MI	\$ 204,536.00 Total FY11-12 100% Federal ARRA Fund In-state temporary staff to conduct Emerald Ash Borer Slow Ash Mortality project in the Upper Peninsula.
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2a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1)	Energy Grants (Listing on file)	\$ 1,585,365.00 Total FY11-13 100% Recovery Act Fund Grants to complete energy retrofits in targeted residential neighborhoods plus a targeted Detroit Metro commercial corridor
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Withdrawn

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

SECTION VI - DTMB 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 Technology, 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 DTMB Director or designee.

Mr. Saxton presented the Finance and Claims Committee Report for the regular meeting of March 29, 2011; be approved and adopted. After review of the foregoing Finance and Claims Committee Report, Mr. Saxton moved that the Report covering the regular meeting of March 29, 2011, be approved and adopted Items 20(1) and 20(2) of the Regular Agenda withdrawn by the Department of Technology, Management and Budget at the State Administrative Board meeting on April 5, 2011. The motion was supported by Ms. Mester and unanimously approved.

APPROVED

April 5, 2011

April 5, 2011 No. 44

Michigan State
Administrative Board

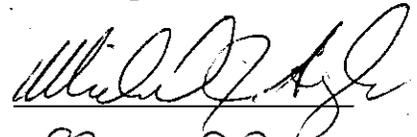
**COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD**

The Honorable Rick Snyder, 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 March 30, 2011. Those present
being:

Chairperson: Mike Senyko, representing
Secretary of State Johnson

Approved



Member: Elizabeth Clement, representing
Lt. Governor Calley

Approved



Member: James Shell, representing
Attorney General Schuette

Approved



Others: Sherry Bond, Janet Rouse, Department of Technology, Management
and Budget; Jason Clark, Jean Ingersoll, Pat Scarlett, Anu
Taneja, Kelly Villarreal, Karen Watson, Department of
Transportation

Mr. Senyko called the meeting to order.

There was no Department of Natural Resources, Mineral and Land
Management Section Agenda presented.

There was no Department of Environmental Quality, Water Resources
Division Agenda presented.

Two retroactive letters were received from Kirk T. Steudle, Director of the
Department of Transportation, regarding Items 49-51 and 61 of the Regular
Agenda.

The Board received the 10% over Engineer's Estimate justification letters
for Items 169-174 of the Regular Agenda.

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 the following contingencies:

Transportation and Natural Resources Committee Report
March 30, 2011
Page 2

1. Items 7, 8, 11, 12, 13, 70, 73, and 165 of the Regular Agenda contingent upon approval by the Office of Commission Audit;
2. Item 165 of the Regular Agenda contingent upon approval by the Attorney General; and
3. Items 75 - 91, 95, 96, 164, 169 - 183, and 185 - 188 of the Regular Agenda contingent upon approval at the State Transportation Commission on March 31, 2011.

Supported by Ms. Clement, the motion was unanimously adopted.

The Department of Transportation Supplemental Agenda was presented.

Following discussion, Mr. Shell moved that the Transportation Supplemental Agenda be recommended to the State Administrative Board for approval. Supported by Ms. Clement, the motion was unanimously adopted.

Mr. Senyko adjourned the meeting.

At the State Administrative Board meeting on April 5, 2011, Items 8, 9, 10, 11, 12, 13, 95, and 165 of the Regular Agenda were withdrawn by the Department of Transportation.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 30, 2011 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 5, 2011 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Relinquishment of Railroad Easement)
Sale RR-048-E, Item No. 1, Control Section 2805J3, Parcel 1, Part B

The subject tract is located in the City of Traverse City, Grand Traverse County, Michigan, and contains approximately 2.73 acres. The easement rights previously granted to MDOT are no longer required for railroad purposes. The relinquishment of easement was requested by the Grand Traverse County Land Bank Authority. An appraisal of the relinquishment of easement was completed because the value of the relinquishment exceeds the \$500 processing fee. The appraisal was completed by Gary D. Zachritz, consultant appraiser, on April 13, 2010, at the amount of \$123,000 and was reviewed by Ronald Adams, Property Analyst, Program and Property Management Unit, Project Development Section, Real Estate Division, on July 29, 2010, in the amount of \$123,000. The relinquishment of easement was approved by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on July 29, 2010. The Grand Traverse County Land Bank Authority has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$24,600, which represents a 20 percent bid deposit. The property has been declared excess by the Bureau of Aeronautics and Freight Services.

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

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

Benefit: MDOT benefits by generating revenue.

Funding Source: N/A.

Commitment Level: Relinquishments of highway easements are processed for an established processing fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of the department.

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

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49684.

2. *AERONAUTICS AND FREIGHT (Aeronautics) – Construction Oversight Services

Contract (2011-0184) between MDOT and RS&H Michigan, Inc., will provide for construction administration and oversight services to be performed for the construction of a new terminal building and associated site preparation, fence relocation, and utility connection work at Price's Airport in Linden, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$22,945. Source of Funds: State Restricted Aeronautics Funds - \$22,945.

Criticality: This project will allow the airport to comply with Michigan Aeronautics Commission requirements for a General Utility Airport by providing an administration building or terminal building that has sanitary facilities available to the public. The construction oversight services are needed to make sure the contractor meets the requirements of the bid documents.

Purpose/Business Case: To provide for construction administration and oversight services to be performed for the construction of a new terminal building and associated site preparation, fence relocation, and utility connection work at Price's Airport in Linden, Michigan.

Benefit: This contract will provide for the performance of construction administration and oversight services to ensure that the project meets federal and state requirements.

Funding Source: 100% State Restricted Aeronautics 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 state participation.

Cost Reduction: The costs for the construction engineering services were negotiated for cost reductions.

Selection: Qualifications-based/low bid.

New Project Identification: This is a new project.

Zip Code: 48507.

3. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Perimeter Fencing

Contract (2011-0185) between MDOT and the City of White Cloud will provide federal and state grant funds for the performance of design services for the installation of perimeter fencing at the White Cloud Airport in White Cloud, 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 \$19,000. Source of Funds: FAA Funds - \$18,050; State Bond Funds - \$475; City of White Cloud Funds - \$475.

Criticality: The perimeter fencing will improve safety and security at the airport.

Purpose/Business Case: To provide for the development of engineering plans for the installation of perimeter fencing.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of White Cloud Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49349.

4. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work

Authorization (11013-112998) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the upgrade of flashers and the addition of half-roadway gates at the grade crossing of Wilson Road in Berrien 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 a 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 Berrien County Road Commission and approved on January 18, 2011. The project cost is estimated at \$225,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$135,000; FY 2011 State Restricted Trunkline Funds - \$90,000.

Criticality: In December 2010, members of a review team determined that safety enhancements needed to be made at this crossing to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the upgrade of flashers and the addition of half-roadway gates at the existing grade crossing of CSX with Wilson Road in Berrien 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 2011 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 Berrien County Road Commission.

Selection: N/A.

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

Zip Code: 49117.

5. *AERONAUTICS & FREIGHT (Freight) – Economic Development

Contract (2011-0228) between MDOT and Dearborn Steel Center, Inc., will provide financial assistance in the form of a loan for the realignment of an existing rail spur and the construction of an additional rail spur at the company's location in the City of Dearborn. This project will support ten new jobs and could provide for the addition of two to three jobs at the facility. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project cost is \$316,775. MDOT will loan Dearborn Steel Center, Inc., 50 percent of the project cost, up to a maximum of \$158,387.50. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Dearborn Steel Center, Inc., generates a minimum of 300 inbound and/or outbound carloads of freight over and above the current-service threshold of 2,500 carloads annually. Source of Funds: FY 2011 State Restricted Comprehensive Transportation Funds - \$158,387.50; Dearborn Steel Center, Inc., Funds - \$158,387.50.

Criticality: As a result of the economic downturn, Dearborn Steel Center, Inc., has been forced to seek alternative business opportunities beyond the distribution of automotive steel. This spur track is essential to allow the company to expand its handling capabilities to include aluminum and possibly other metals.

Purpose/Business Case: The contract will provide financial assistance in the form of a loan for the realignment of an existing rail spur and the construction of a new rail spur at the Dearborn Steel Center, Inc., facility.

Benefit: This project will allow the company to expand its operations to include the handling and distribution of aluminum and other metals. The realignment/expansion will support ten new jobs and could provide for the addition of two to three jobs at the facility in the future.

Funding Source: FY 2011 State Restricted Comprehensive Transportation Funds - \$158,387.50; Dearborn Steel Center, Inc., Funds - \$158,387.50.

Commitment Level: The contract is based on the company's estimate. Work will be competitively bid by Dearborn Steel Center, Inc.

Risk Assessment: Failure to approve this contract could jeopardize the Dearborn Steel Center, Inc., realignment and construction efforts and result in job losses.

Cost Reduction: Dearborn Steel Center, Inc., will award the project to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48126.

6. EXECUTIVE (Office of Economic Development) - Increase Maximum Amounts, Extend Term

Amendatory Contract (2006-0483/A5) between MDOT and Michigan Fitness Foundation will increase the maximum indefinite delivery of services (IDS) contract amount by \$1,250,000 (to \$6,750,000), and will extend the contract term by one year to provide for the continuation of support services for the SR2S Program. The original IDS contract provides for program development, project management, education and outreach, and technical assistance services to support the federal Safe Routes to School (SR2S) Program to be performed on an as needed/when needed basis. The revised contract term will be March 1, 2006, through September 30, 2013. The revised contract amount will be \$6,750,000. Source of Funds: 100% Federal Safe Routes to School Program Funds.

Criticality: Completion of the work in the authorizations under this IDS contract is critical to MDOT's ability to administer the federal SR2S program. The changes in this amendment are essential to the ability of the program to assist schools in utilizing the one hundred percent federal funding that has been awarded to them for implementing the non-infrastructure components of the SR2S program.

Purpose/Business Case: To increase the maximum indefinite delivery of services (IDS) contract amount by \$1,250,000 (to \$6,750,000) and to extend the contract term by one year to provide for the continuation of the support

services for the SR2S Program. This amendment will update the IDS contract to reflect additional federal funding and the associated additional time.

Benefit: MDOT will be able to effectively manage the SR2S program and capitalize on the additional federal funding that has become available.

Funding Source: Federal, state, or local funds, depending on the particular project authorized.

Commitment Level: The costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: Without the changes, MDOT will not be able to effectively manage the SR2S program or capitalize on the additional federal funding.

Cost Reduction: Actual cost basis.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

7. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization Revision (Z7/R4) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will extend the authorization term by two years to provide for the continuation of ongoing services. The original authorization provides for MFF to assist MDOT in the administration of the federal Safe Routes to School (SR2S) Program by delivering the non-infrastructure grants to schools. The revised authorization term will be April 4, 2008, through September 30, 2013. The authorization amount remains unchanged at \$981,000. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this revision will allow MFF to continue to assist in the administration of the SR2S Program by delivering the non-infrastructure grants to schools.

Purpose/Business Case: To extend the authorization term by two years to provide for the continuation of ongoing SR2S Program services.

Benefit: This revision will allow MDOT to continue to meet the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.

Cost Reduction: N/A.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

8. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z10) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for Safe Routes to School (SR2S) Program action planning assistance to schools and for design assistance to community groups to improve pedestrian safety. MFF will continue to collaborate with the Michigan State University (MSU) Land Policy Institute to provide the services. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$134,262. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow the MSU Land Policy Institute to provide SR2S Program action planning assistance to schools and design assistance to community groups.

Purpose/Business Case: To provide for MFF to continue to assist MDOT in the administration of the SR2S Program by allowing the MSU Land Policy Institute to deliver SR2S action planning assistance to schools, to deliver design assistance to communities to improve pedestrian safety, to engage youth in the SR2S Program, and to promote the Michigan Youth Promoting Opportunities to Walk Every Route initiative.

Benefit: This authorization will provide for the continuation of SR2S activities to meet the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.

Cost Reduction: N/A.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

9. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z11) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for the organization and hosting of a Safe Routes to School (SR2S) Transportation and Planning Conference and for SR2S planning outreach activities. MFF will continue to collaborate with the Michigan Association of Planning (MAP) to provide the services. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$39,995. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow MAP to organize an SR2S Transportation and Planning Conference and to provide SR2S planning outreach activities.

Purpose/Business Case: To provide for MFF to continue to assist MDOT in the administration of the SR2S Program by allowing MAP to deliver a one-day SR2S Transportation and Planning Conference and planning outreach activities.

Benefit: This authorization will provide for the continuation of SR2S activities to meet the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.

Cost Reduction: N/A.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

10. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z12) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for the administration of the Safe Routes to School (SR2S) Program survey processes, including an evaluation of the program by the Michigan State University (MSU) Department of Community, Agriculture, Recreation, and Resource Studies. MFF will continue to collaborate with the MSU Department of Community, Agriculture, Recreation, and Resource Studies to provide the services. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$97,835. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow MFF to continue to administer the SR2S Program and will allow the MSU Department of Community, Agriculture, Recreation, and Resource Studies to evaluate the SR2S Program.

Purpose/Business Case: To provide for MFF to continue to assist MDOT in the administration of the SR2S Program by allowing the MSU Department of Community, Agriculture, Recreation, and Resource Studies to deliver evaluations of statewide (and individual school) SR2S survey data and to report on program outcomes.

Benefit: This authorization will provide for the continuation of SR2S activities to meet the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.

Cost Reduction: N/A.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

11. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z13) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for Safe Routes to School (SR2S) Program services, including school-specific technical assistance, to be provided at various locations statewide. This authorization will allow MFF to continue to collaborate with the Wayne State University (WSU) Transportation Research Group to provide the services. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$188,263. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow MFF to continue to provide the SR2S services in collaboration with the WSU Transportation Research Group.

Purpose/Business Case: To provide for MFF to continue to assist MDOT in the administration of the SR2S Program by allowing the WSU Transportation Research Group to deliver school-specific technical assistance, trial implementation of the Pedestrian Safety Index (created by the Federal Highway Administration), modification of the K-8 pedestrian safety program for statewide deployment, and development of a prioritization process for SR2S Program opportunity analysis.

Benefit: This authorization will provide for the continuation of SR2S activities to meet the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

*Denotes a non-standard contract/amendment

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.
Cost Reduction: N/A.
Selection: N/A for revision and for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48909.

12. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z8) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for continued program development, project management, education/outreach, and technical assistance services to schools, communities, and partner agencies for the federal Safe Routes to School (SR2S) Program. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$555,549. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow MFF to continue to assist MDOT in administering the federal SR2S Program, including program development, project management, education/outreach, and technical assistance services to schools, communities, and partner agencies.

Purpose/Business Case: To provide for continued program assistance from MFF, including program development, project management, education/outreach, and technical assistance services to schools, communities, and partner agencies. The authorization provides for MFF to assist MDOT in developing and implementing Michigan's SR2S program. The SR2S Program focuses on identifying and resolving problems that prevent children from safely walking and bicycling to school.

Benefit: The services will allow MDOT to continue to meet the goals of the SR2S program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If this authorization is not approved, MFF will be unable to complete the work program under this authorization, which will negatively impact the entire SR2S program in Michigan. MDOT may not be able to administer the federal program as planned.

Cost Reduction: N/A.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

13. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z9) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for the training of local public health agency professionals on the Safe Routes to School (SR2S) Program. MFF will continue to collaborate with the Michigan Department of Community Health (MDCH) to provide the services. MDCH will educate local public health agency professionals on the SR2S Program so that they can become local SR2S resources and assist in SR2S planning for schools within their jurisdictions. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$217,146. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow MDCH to provide training to local public health agency professionals on the SR2S Program so they can assist schools, communities, and partner agencies in completing the planning work necessary to allow the schools to qualify to apply for 100 percent federal funding.

Purpose/Business Case: MDCH will provide SR2S training and outreach activities to local public health agencies. The services will educate local public health agency professionals on SR2S so that they will become local SR2S resources to assist in SR2S planning for schools within their jurisdictions.

Benefit: This authorization will provide for SR2S training needed to further the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.

Cost Reduction: N/A.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

14.-47. HIGHWAYS (Real Estate) - IDS Real Estate Services

The following contracts between MDOT and the following companies will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contracts will be in effect from the dates of award through three years. The maximum contract amounts will be \$500,000, and the maximum amounts for any authorizations will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

	<u>Contract</u>	<u>Company</u>
14.	2011-0186	Adams & Associates Appraisal Co., LLC.
15.	2011-0187	Allen & Associates Appraisal Group, Inc.
16.	2011-0188	ASTI Environmental
17.	2011-0189	Bollinger Appraisal & Investment Co.
18.	2011-0190	Capstone Realty Resources
19.	2011-0191	Coleman Engineering Company
20.	2011-0192	Colliers International
21.	2011-0193	Commonwealth Associates, Inc.
22.	2011-0195	Fuller Appraisal Service
23.	2011-0196	Giffels-Webster Engineers, Inc.
24.	2011-0197	Gosselin Group, Inc., The
25.	2011-0198	Great Northern Consulting Group
26.	2011-0199	Holland Engineering, Inc.
27.	2011-0200	Home Pro, Inc.
28.	2011-0201	Hubbell, Roth & Clark, Inc.
29.	2011-0202	JR Group, LLC.
30.	2011-0203	JCK Group, Inc.
31.	2011-0204	Jerrils & Associates, Inc.
32.	2011-0205	Kenneth R. Arndt Associates, Inc.
33.	2011-0206	Kishman Realty
34.	2011-0207	Laura T. Woodworth, OTR
35.	2011-0208	Mannik & Smith Group, Inc., The
36.	2011-0209	McKenna Associates, Inc.
37.	2011-0210	Morgan, Theodore M.
38.	2011-0211	Nowak & Fraus, PLLC

*Denotes a non-standard contract/amendment

- 39. 2011-0212 PM Environmental, Inc.
- 40. 2011-0214 Shepard Storage
- 41. 2011-0215 Spicer Group, Inc.
- 42. 2011-0216 Swanson, Mercier & Associates, Inc.
- 43. 2011-0217 Terra Field Services, Inc.
- 44. 2011-0218 Todd & Associates
- 45. 2011-0219 Wade-Trim Associates, Inc.
- 46. 2011-0220 Walker, Charles F.
- 47. 2011-0221 Wightman & Associates, Inc.

48. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z6/R2) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will renew the authorization and extend the authorization term by approximately one year, will provide for the performance of additional design services, and will increase the authorization amount by \$27,837.94. The additional services will include modifying structure plans to meet current requirements and updating maintaining traffic plans and signal plans for the proposed detour route. The original authorization provides for design services to be performed for the reconstruction and widening of the roadway at the M-50/US-127 business route (BR) from Wildwood Avenue north to Ganson Street, Jackson County (CS 38072 - JN 79005C). The revised authorization term will be from September 21, 2006, through December 31, 2010, and from the date of award of this revision through December 31, 2011. No costs will be incurred between December 31, 2010, and the date of award of this revision. The revised authorization amount will be \$286,904.27. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The plan development schedule has been delayed due to State Historic Preservation Office and Federal Highway Administration reviews required for a newly registered historic property within the project limits. MDOT needs the consultant to update plans and specifications as required and submit final plans to meet the bid letting schedule.

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

Benefit: This revision will provide for plan revisions needed to complete the project design. The project will improve roadway safety.

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

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

Risk Assessment: If the revision is not approved, and the design services are not completed, the reconstruction project will be delayed and the roadway will continue to deteriorate. Delay of the reconstruction project would also delay municipal utility upgrades that local communities are planning in conjunction with the reconstruction work.

Cost Reduction: Costs in professional services contracts are 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: 49201.

49. *HIGHWAYS - IDS Time Extension

Retroactive Amendatory Contract (2006-0620/A2) between MDOT and URS Corporation Great Lakes 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 work under authorizations (Z4) and (Z5) (156 days retroactive). 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 October 9, 2006, through October 31, 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.

The following two items are for revisions to authorizations issued under this IDS contract.

Criticality: If the IDS contract is not retroactively extended, authorizations issued under it cannot be extended, and the bridge design services under authorizations (Z4) and (Z5) 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 as 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 for the I-96 and I-696 corridor project under authorizations (Z4) and (Z5).

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: 48909.

50. HIGHWAYS - IDS Engineering Services

Retroactive Authorization Revision (Z4/R2) under Contract (2006-0620) between MDOT and URS Corporation Great Lakes will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services (156 days retroactive). The additional time is needed because the design work, which includes a comprehensive safety analysis, is taking longer than anticipated. The original authorization, which expired on October 31, 2010, provided for design services to be performed for the I-96 and I-696 corridor project, including bridge replacement, lighting system options, and maintenance of traffic and approach work, from Novi Road to Halsted Road in Oakland County (CS 63022 - JN 078980D). The revised authorization term will be December 13, 2006, through October 31, 2011. The authorization amount remains unchanged at \$294,665.31. The contract term will be October 9, 2006, through October 31, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

This revision is retroactive because of an administrative oversight.

Criticality: This revision will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The structures to be rehabilitated as part of this project were constructed in the 1960s and are in poor condition because of increasing traffic volumes along I-96 and I-696. The bridges need to be widened to standard median bridge widths. The Federal Highway Administration has recommended that the mainline bridges meet MDOT construction requirements and current structural load ratings.

Purpose/Business Case: To extend the authorization term by one year to provide for sufficient time for the consultant to complete the design services for the I-96 and I-696 corridor project.

Benefit: The project will increase roadway safety through infrastructure improvements and could provide economic benefits to the area through better access to local businesses and resources.

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

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

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the project work, safety risks will increase, and safety assets could be lost.

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 revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48377.

51. HIGHWAYS - IDS Engineering Services

Retroactive Authorization Revision (Z5/R4) under Contract (2006-0620) between MDOT and URS Corporation Great Lakes 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 design work, which includes a comprehensive safety analysis, is taking longer than anticipated (156 days retroactive). The original authorization, which expired on October 31, 2010, provided for design services to be performed for the I-96 and I-696 corridor project, including bridge rehabilitation work, from Novi Road to Halsted Road in Oakland County (CS 63022 - JN 078980D). The revised authorization term will be December 13, 2006, through October 31, 2011. The authorization amount remains unchanged at \$459,949.23. The contract term will be October 9, 2006, through October 31, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

This revision is retroactive because of an administrative oversight.

Criticality: This revision will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The structures to be rehabilitated as part of this project were constructed in the 1960s and are in poor condition because of increasing traffic volumes along I-96 and I-696. The bridges need to be widened to standard median bridge widths. The Federal Highway Administration has recommended that the mainline bridges meet MDOT construction requirements and current structural load ratings.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services for the I-96 and I-696 corridor project.

Benefit: The project will increase roadway safety through infrastructure improvements and could provide economic benefits to the area through better access to local businesses and resources.

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

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

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the project work, safety risks will increase, and safety assets could be lost.

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 revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48377.

52. HIGHWAYS - IDS Time Extension

Amendatory Contract (2009-0111/A1) between MDOT and Testing Engineers & Consultants, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z1), (Z2), (Z3), (Z4), (Z5), (Z6), and (Z7). 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 IDS contract term will be January 21, 2009, through January 20, 2013. 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.

The following seven items are for revisions to authorizations issued under this IDS contract.

Criticality: The IDS contract will expire on January 20, 2012. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorizations (Z1), (Z2), (Z3), (Z4), (Z5), (Z6), and (Z7) and the construction services under authorizations (Z1), (Z2), (Z3), (Z4), (Z5), (Z6), and (Z7) 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. This will allow the consultant to complete ongoing services, including work under authorizations (Z1), (Z2), (Z3), (Z4), (Z5), (Z6), and (Z7). 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 ongoing work under authorizations (Z1), (Z2), (Z3), (Z4), (Z5), (Z6), and (Z7).

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 and for original IDS contract.

Zip Code: 48909.

53. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2009-0111) between MDOT and Testing Engineers & Consultants, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the asbestos investigations. The original authorization provides for as-needed asbestos investigation services to be performed at various locations in the Bay Region. The revised authorization term will be December 10, 2009, through January 20, 2013. The authorization amount remains unchanged at \$29,999.15. The contract term will be January 21, 2009, through January 20, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Criticality: The authorization will expire on January 20, 2012. The authorization needs to be extended to allow the consultant to complete the asbestos investigations.

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

Benefit: Completion of the asbestos investigations.

*Denotes a non-standard contract/amendment

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and 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 the revision is not approved, the asbestos investigations cannot be completed.

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 revision; low bid for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

54. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R1) under Contract (2009-0111) between MDOT and Testing Engineers & Consultants, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the asbestos investigations. The original authorization provides for as-needed asbestos investigation services to be performed at various locations in the Grand Region. The revised authorization term will be December 10, 2009, through January 20, 2013. The authorization amount remains unchanged at \$29,999.05. The contract term will be January 21, 2008, through January 20, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Criticality: The authorization will expire on January 20, 2012. The authorization needs to be extended to allow the consultant to complete the asbestos investigations.

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

Benefit: Completion of the asbestos investigations.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and 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 the revision is not approved, the asbestos investigations cannot be completed.

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 revision; low bid for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

55. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2009-0111) between MDOT and Testing Engineers & Consultants, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the asbestos investigations. The original authorization provides for as-needed asbestos investigation services to be performed at various locations in the Metro Region. The revised authorization term will be December 10, 2009, through January 20, 2013. The authorization amount remains unchanged at \$99,997.40. The contract term will be January 21, 2008, through January 20, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Criticality: The authorization will expire on January 20, 2012. The authorization needs to be extended to allow the consultant to complete the asbestos investigations.

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

Benefit: Completion of the asbestos investigations.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and 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 the revision is not approved, the asbestos investigations cannot be completed.

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 revision; low bid for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

56. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R1) under Contract (2009-0111) between MDOT and Testing Engineers & Consultants, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the asbestos investigations. The original authorization provides for as-needed asbestos investigation services to be performed at various locations in the North Region. The revised authorization term will be December 10, 2009, through January 20, 2013. The authorization amount remains unchanged at \$29,999.80. The contract term will be January 21, 2008, through January 20, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Criticality: The authorization will expire on January 20, 2012. The authorization needs to be extended to allow the consultant to complete the asbestos investigations.

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

Benefit: Completion of the asbestos investigations.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and 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 the revision is not approved, the asbestos investigations cannot be completed.

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 revision; low bid for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

57. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z5/R1) under Contract (2009-0111) between MDOT and Testing Engineers & Consultants, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the asbestos investigations. The original authorization provides for as-needed asbestos investigation services to be performed at various location in the Southwest Region. The revised authorization term will be December 10, 2009, through January 20, 2013. The authorization amount remains unchanged at \$29,999.35. The contract term will be January 21, 2008, through January 20, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Criticality: The authorization will expire on January 20, 2012. The authorization needs to be extended to allow the consultant to complete the asbestos investigations.

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

Benefit: Completion of the asbestos investigations.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and 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 the revision is not approved, the asbestos investigations cannot be completed.

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 revision; low bid for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

58. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z6/R1) under Contract (2009-0111) between MDOT and Testing Engineers & Consultants, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the asbestos investigation. The original authorization provides for as-needed asbestos investigation services to be performed at various locations in the Superior Region. The revised authorization term will be December 10, 2009, through January 20, 2013. The authorization amount remains unchanged at \$29,998.40. The contract term will be January 21, 2008, through January 20, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Criticality: The authorization will expire on January 20, 2012. The authorization needs to be extended to allow the consultant to complete the asbestos investigations.

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

Benefit: Completion of the asbestos investigations.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and 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 the revision is not approved, the asbestos investigations cannot be completed.

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 revision; low bid for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

59. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z7/R1) under Contract (2009-0111) between MDOT and Testing Engineers & Consultants, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the asbestos investigation. The original authorization provides for as-needed asbestos investigation services to be performed at various locations in the University Region. The revised authorization term will be December 10, 2009, through January 20, 2013. The authorization amount remains unchanged at \$29,997.60. The contract term will be January 21, 2008, through January 20, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Criticality: The authorization will expire on January 20, 2012. The authorization needs to be extended to allow the consultant to complete the asbestos investigations.

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

Benefit: Completion of the asbestos investigations.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and 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 the revision is not approved, the asbestos investigations cannot be completed.

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 revision; low bid for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

60. HIGHWAYS – Increase Services and Amount, Extend Term

Amendatory Contract (2009-0129/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of additional design services, will increase the contract amount by \$867,707.40, and will extend the contract term by ten months to provide sufficient time for the consultant to complete the services. The additional design services will include the development of value engineering recommendations to be incorporated into the design of the project. The original contract provides for design services to be performed for the reconstruction of the I-69/I-94 interchange, including ramps, on I-94 from Griswold Road to Lapeer Road and on I-69 from Range Road to the Canadian National Railway tracks in Port Huron Township, St. Clair County (CSs 77023 and 77111 – JNs 85489C, 78887D, and 79545D). The revised contract term will be July 7, 2009, through April 30, 2013. The revised contract amount will be \$4,733,175.95. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This amendment will provide for the development of value engineering recommendations to be incorporated into the project design.

Purpose/Business Case: This amendment will provide for the performance of additional design services, will increase the contract amount by \$867,707.40, and will extend the contract term by ten months. The additional design services will include the development of value engineering recommendations to be incorporated into the project design.

Benefit: Necessary modifications will be made to complete the design of this project.

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

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

Risk Assessment: If this amendment is not approved and the project is not completed, maintenance costs will increase, the roadway and bridges will continue to deteriorate, and the interchange may have to be closed.

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: 48060.

61. HIGHWAYS – IDS Consultant Research Services

Retroactive Authorization Revision (Z1/R2) under Contract (2009-0670) between MDOT and Applied Research Associates, Inc., will extend the authorization term by four months to provide sufficient time for the consultant to complete the project (96 days retroactive). The additional time is needed because the data review and performance data analysis took longer than anticipated and the required modifications were more extensive than expected. The original authorization, which expired on December 30, 2010, provided for the identification of contributing factors, trends, and mitigation strategies to combat pavement deterioration. The revised authorization term will be October 7, 2009, through April 30, 2011. The authorization amount remains unchanged at \$147,008.49. The contract term is October 7, 2009, through October 6, 2013. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This revision is retroactive because of an administrative oversight.

Criticality: The additional time will allow the consultant to make needed modifications to the final report and other project deliverables to ensure that the research findings can be implemented. Changes will be made to the implementation plan, recommendations for pilot projects, and training tools.

Purpose/Business Case: To retroactively extend the authorization term by four months to provide sufficient time for the consultant to make necessary modifications to the final report and other project deliverables.

Benefit: Will provide sufficient time for the consultant to make needed modifications to ensure that the conclusions and recommendations in the final report accurately reflect the research findings and can be implemented.

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, needed changes to the final report will not be made and the quality of the final deliverables 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 revision; best value for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

62. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2010-0041) between MDOT and Great Lakes Engineering Group, LLC, will provide for full construction engineering services to be performed for the rehabilitation/reconstruction of the bridges on US-31 northbound and southbound over the St. Joseph River, Berrien County (CS 11057 - JN 106514A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 18, 2012. The authorization amount will be \$108,156.78. The contract term is November 19, 2009, through November 18, 2012. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.

Purpose/Business Case: To provide for full construction engineering services to be performed for the rehabilitation/reconstruction of the bridges on US-31 northbound and southbound over the St. Joseph River, Berrien County.

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

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

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are 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: 49022.

63. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R2) under Contract (2010-0042) between MDOT and Alfred Benesch & Company will provide for the performance of additional design services and will increase the authorization amount by \$26,741.72. The additional services will include design work for an additional section, M-89 from west of US-131 to east of 8th Street, to be added to the current project limits and will include intersection layout and design, earthwork and grading design, drainage and storm sewer design, streetscape design, traffic signal design, and right-of-way plans. The original authorization provides for design services to be performed for the pavement reconstruction of M-89 from west of US-131 to Hicks Street in the City of Plainwell, Allegan County (CS 03023 & 03024 – JN 90028C). The authorization term remains unchanged, February 17, 2010, through November 24, 2012. The revised authorization amount will be \$747,189.87. The contract term is November 25, 2009, through November 24, 2012. Source of Funds: 81.85% Federal Highway Administration Funds, and 18.15% State Restricted Trunkline Funds.

Criticality: Approval of this revision is critical as the roadway is deteriorating. This is a major commuter route for residents living east of US-131 and needs to be reconstructed to ensure a safe and efficient flow of traffic through this area.

Purpose/Business Case: To provide for the performance of additional design services to add an additional section, M-89 from west of US-131 to east of 8th Street, to the current project limits.

Benefit: The project will improve drainage, enhance public safety, provide a safer and more efficient roadway, and extend the service life of the roadway.

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

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

Risk Assessment: If this revision is not approved, MDOT may not be able to utilize the most efficient and safe design possible, and the public may not receive the highest quality product. The strategy to improve the existing system and meet statewide condition goals 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: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49080.

64. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2010-0093) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Oakland Transportation Service Center (TSC) service area. The authorization will be in effect from the date of award through January 19, 2013. The authorization amount will be \$375,001.15. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Inspection and testing services are critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Oakland TSC service area.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in high quality products. 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, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on 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: 48341.

65. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z6/R1) under Contract (2010-0149) between MDOT and Spicer Group, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$39,238.54. The additional services will include additional scour analysis to investigate another possible treatment for one of the structures. The original authorization provides for the performance of design services for the scour rehabilitation of four bridges over I-69: on I-69 eastbound and westbound over the south branch of the Pine River and on I-69 eastbound and westbound over the Pine River in St. Clair County (CS 77023 – JN 108622D). The authorization term remains unchanged, June 15, 2010, through April 21, 2013. The revised authorization amount will be \$221,501.67. The contract term is April 22, 2010, through April 21, 2013. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Approval of this revision is critical as additional scour has been discovered, the investigation of which was not part of the original contract. The bridges are deteriorating and require rehabilitation. If the bridges are not upgraded, they will continue to deteriorate and could pose safety risks for motorists.

Purpose/Business Case: To provide for the performance of additional design services for additional scour analysis to investigate another possible treatment for one of the structures.

Benefit: Will ensure that the bridges are safe for vehicular travel.

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

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

*Denotes a non-standard contract/amendment

Risk Assessment: If this revision is not approved, the bridges will continue to deteriorate and could become hazardous.

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 revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48027.

66. HIGHWAYS - Traffic and Safety Services

Authorization (Z13) under Contract (2010-0150) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the development of a dynamic traffic assignment (DTA) simulation model for the proposed reconstruction of I-96 from Newburgh Road in the City of Livonia to US-24 in Redford Township, Wayne County (CS 82122 – JN 106952C). The work items will include the development and calibration of base or build year DTA models, development of a sub-area model for the Southeast Michigan Council of Governments, and training of MDOT staff on testing and evaluating scenarios using the models. The contract will be in effect from the date of award through March 21, 2013. The contract amount will be \$246,450.90. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the development of DTA models necessary for construction staging and maintenance of traffic alternatives during construction.

Purpose/Business Case: To provide for the development of a DTA simulation model for the proposed reconstruction of I-96 from Newburgh Road in the City of Livonia to US-24 in Redford Township, Wayne County.

Benefit: Will provide for the development of DTA models necessary to test construction staging and maintenance of traffic alternatives to allow the Metro Region to address problems that may arise, to reduce congestion, and to improve travel times within the work zone.

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

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

Risk Assessment: If this authorization is not approved, MDOT may not be able to develop and evaluate plans for maintenance of traffic in the designated work zone.

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: 48075.

67. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2010-0150) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for as-needed traffic and safety work zone inspection and plan review services to be performed for the University Region. The work items will include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 21, 2013. The authorization amount will be \$133,262.10. The contract term is March 22, 2010, through March 21, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Accident rates tend to be higher in work zones than in non-work zones due to congestion and driver unfamiliarity. In order to minimize accidents in work zones, it is imperative that the region's work zones are set up properly and that they convey clear and consistent messages to drivers.

Purpose/Business Case: To provide for the performance of as-needed traffic and safety work zone inspection and plan review services for the University Region.

Benefit: Will provide for the performance of as-needed traffic and safety work zone inspection and plan review services that are required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

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

Cost Reduction: Costs in professional services contracts are 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: 49201.

68. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2010-0202) between MDOT and URS Corporation Great Lakes will provide for full construction engineering services to be performed for traffic signal modernization projects at various locations in the Grand Region (CS 84913 - JN 105986A). The work items will include inspection; staking; quality assurance testing and reporting; measurement, computation, and documentation of quantities; reporting and record-keeping; and finaling of all project documentation. The authorization will be in effect from the date of award through June 3, 2013. The authorization amount will be \$149,807.42. The contract term is June 4, 2010, through June 3, 2013. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: The full construction engineering services will help to ensure that the traffic signal modernization projects are completed in accordance with state and federal guidelines.

Purpose/Business Case: To provide for full construction engineering services to be performed for traffic signal modernization projects at various locations in the Grand Region.

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

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this authorization is not approved, the projects may not have adequate inspection and testing, which could result in substandard work and the loss of federal funding.

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: 49504.

69. HIGHWAYS - IDS Engineering Services

Authorization (Z23) under Contract (2010-0210) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the rehabilitation/reconstruction of the bridges on northbound and southbound I-196 over County Road (CR) 380, Van Buren County (CS 80012 - JN 89684A). The work items will include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through May 4, 2013. The authorization amount will be \$266,869.74. The contract term is May 5, 2010, through May 4, 2013. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.

Purpose/Business Case: To provide for the performance of full construction engineering services for the rehabilitation/reconstruction of the bridges on northbound and southbound I-196 over CR 380, Van Buren County.

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

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

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are 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: 49022.

70. *HIGHWAYS – Engineering Services

Contract (2011-0053) between MDOT and HNTB Michigan, Inc., will provide for system manager services to be performed through the construction phase for the Intelligent Transportation System (ITS) expansion project on I-275 from I-75 to the I-96/M-14 interchange in Monroe and Wayne Counties (CS 82291 – JN 111643C). The services will include the development of a final bid package and construction cost estimate. The consultant will also provide ITS design training to MDOT staff for the portion of the project located between M-14 and Ann Arbor Road. The work items will include project scoping, refinement of project locations, surveying work, and development of functional requirements. The contract will be in effect from the date of award through April 1, 2014. The contract amount will be \$1,522,401.12. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The project will increase capacity and provide for reliable communication between ITS devices (closed circuit televisions, dynamic message signs, and detection devices) along I-275 and the operations center.

Purpose/Business Case: To provide for system manager services to be performed through the construction phase for the ITS expansion project on I-275 from I-75 to the I-96/M-14 interchange in Monroe and Wayne Counties. The current ITS system needs to be maintained and new facilities incorporated to match population growth in highly congested areas.

Benefit: This project will provide for increased capacity and more reliable communication, which will enhance traffic management capabilities. Traffic monitoring operations reduce congestion and improve incident management.

*Denotes a non-standard contract/amendment

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 contract is not approved and the project is not undertaken, an opportunity will be lost to enhance traffic management operations, reduce congestion and user delays, and increase roadway safety along I-275.

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: 48075.

71. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2011-0076) between MDOT and Fleis & VandenBrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed for the Howard City Transportation Service Center (TSC) at various locations in Ionia, Mecosta and Montcalm Counties. Work items will include inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 30, 2014. The authorization amount will be \$242,237.26. The contract term is January 31, 2011, through January 30, 2014. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services will help to ensure that the highway construction projects are completed in accordance with state and federal guidelines.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for projects in the Grand Region administered by the Howard City TSC.

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

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

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

Risk Assessment: If this authorization is not approved, the projects may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

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: 48846.

72. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0085) between MDOT and Inland Seas Engineering, Inc., will provide for as-needed construction staking services to be performed for road and bridge construction projects administered by the Traverse City Transportation Service Center (TSC). The work will include staking services during construction and office work to close out projects after construction. The authorization will be in effect from the date of award through February 6, 2014. The authorization amount will be \$149,858.99. The contract term is February 7, 2011, through February 6, 2014. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The construction staking services will help to ensure that the highway construction projects are completed in accordance with state and federal guidelines.

Purpose/Business Case: To provide for as-needed construction staking services to be performed for road and bridge construction projects administered by the Traverse City TSC.

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

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

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

Risk Assessment: If this authorization is not approved, the projects may not have adequate construction oversight, including construction staking, which could result in substandard work.

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: 49684.

73. ***HIGHWAYS - Construction Engineering Services**

Contract (2011-0182) between MDOT and URS Corporation Great Lakes will provide for full construction engineering services to be performed for the rehabilitation/reconstruction of various bridges located over I-94 and along I-196 in Berrien County. The work items will include project administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$793,973.52. The contract will be in effect from the date of award through December 31, 2012. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.

Purpose/Business Case: To provide for full construction engineering services to be performed for the rehabilitation/reconstruction of various bridges located over I-94 and along I-196 in Berrien County.

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

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

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are 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: 49022.

74. HIGHWAYS - IDS Engineering Services

Contract (2011-0225) between MDOT and Spicer Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

75. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5073) between MDOT and the Washtenaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

PART A

Resurfacing work along James L. Hart Parkway from Frank Daniels Drive to Huron Street.

PART B

Resurfacing work along Textile Road from Bridge Road to approximately 300 feet west of Rawsonville Road.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted TED Funds	\$241,200	\$220,000	\$461,200
Washtenaw County Road Commission Funds	<u>\$ 88,800</u>	<u>\$ 63,300</u>	<u>\$152,100</u>
Total Funds	<u>\$330,000</u>	<u>\$283,300</u>	<u>\$613,300</u>

EDA 81522 – 112181, 112934

Local Letting

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 and Washtenaw County Road Commission Funds.

Commitment Level: 74% state up to \$241,200 and the balance by the Washtenaw County Road Commission for Part A; 78% state up to \$220,000 and the balance by the Washtenaw County Road Commission for Part B; 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 roadways.

Zip Code: 48197.

76. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2011-5092) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing and shoulder work along Redfield Road from Elkhart Road to Ebersole Road.

Estimated Funds:

Federal Highway Administration Funds	\$75,118
Cass County Road Commission Funds	<u>\$18,779</u>
Total Funds	<u>\$93,897</u>

STL 14027 - 110348

Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.

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

Benefit: Improved and extended life of the roadway.

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49112.

77. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2011-5093) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing and shoulder work along Calvin Center Road from Mt. Zion Road northerly approximately 0.75 miles.

Estimated Funds:

State Restricted TED Fund	\$27,735
FHWA Category D Funds	\$13,868
FHWA STP – Rural Funds	<u>\$27,735</u>
Total Funds	<u>\$69,338</u>

EDDF 14555 - 110304
Local Force Account

Criticality: Public Act 231 provides for the use of Transportation Economic Development 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: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 60% federal; 40% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49031.

78. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5094) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing work along Marcellus Highway from Decatur Road to Gards Prairie Road.

Estimated Funds:

State Restricted TED Funds	\$37,470
FHWA Category D Funds	\$18,736
FHWA STP – Rural Funds	<u>\$37,470</u>
Total Funds	<u>\$93,676</u>

EDDF 14555 - 110346
Local Force Account

Criticality: Public Act 231 provides for the use of Transportation Economic Development 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: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 60% federal; 40% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49045.

79. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5095) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program - Rural Funds designated for Local Agency projects (FHWA STP - Rural Funds):

Hot mix asphalt resurfacing and shoulder work along Pokagon Highway from Dailey Road easterly approximately 1.0 mile.

Estimated Funds:

State Restricted TED Funds	\$34,721
FHWA Category D Funds	\$17,360
FHWA STP - Rural Funds	<u>\$34,721</u>
Total Funds	<u>\$86,802</u>

EDDF 14555 - 110347

Local Force Account

Criticality: Public Act 231 provides for the use of Transportation Economic Development 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: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 60% federal; 40% state.

*Denotes a non-standard contract/amendment

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49031.

80. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5096) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing and shoulder work along Decatur Road from Kelsey Lake Road to Dutch Settlement Road.

Estimated Funds:

State Restricted TED Funds	\$35,119
FHWA STP – Rural Funds	<u>\$52,679</u>
Total Funds	<u>\$87,798</u>

STL 14555 - 110351

Local Force Account

Criticality: Public Act 231 provides for the use of Transportation Economic Development 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: Federal Surface Transportation Program Funds and State Transportation Economic Development Funds.

Commitment Level: 60% federal; 40% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49031.

81. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5097) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing and shoulder work along Marcellus Highway from Glenwood Road to O’Keefe Road.

Estimated Funds:

State Restricted TED Funds	\$18,406
FHWA Category D Funds	\$36,813
FHWA STP – Rural Funds	<u>\$36,813</u>
Total Funds	<u>\$92,032</u>

EDDF 14555 - 105949
Local Force Account

Criticality: Public Act 231 provides for the use of Transportation Economic Development 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: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 80% federal; 20% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49047.

- 82. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2011-5107) between MDOT and the Road Commission for Oakland County will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Roundabout work at the intersection of Pontiac Trail and Highway M-5.

Estimated Funds:

State Restricted TED Funds	\$1,500,000
Road Commission for Oakland County Funds	<u>\$2,900,000</u>
Total Funds	<u>\$4,400,000</u>

EDA 63522 - 110794
Local Letting

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 and Road Commission for Oakland County Funds.

Commitment Level: 35% state up to \$1,500,000 and the balance by the Road Commission for Oakland County; 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: 48390.

- 83. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2011-5108) between MDOT and the City of Muskegon will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Getty Street from Laketon Avenue to Evanston Street.

Estimated Funds:

State Restricted TED Funds	\$375,000
City of Muskegon Funds	<u>\$150,000</u>
Total Funds	<u>\$525,000</u>

EDF 61566 – 110966; Muskegon County
Local Letting

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 and City of Muskegon Funds.

Commitment Level: 72% state up to \$375,000 and the balance by the City of Muskegon; 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: 49442.

84. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5111) between MDOT and the City of Muskegon will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Temple Street from Young Street to Laketon Avenue.

Estimated Funds:

State Restricted TED Funds	\$139,003
City of Muskegon Funds	\$ 35,997
Total Funds	<u>\$175,000</u>

EDA 61522 – 113064; Muskegon County
Local Letting

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 and City of Muskegon Funds.

Commitment Level: 80% state up to \$139,003 and the balance by the City of Muskegon; 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: 49441.

- 85. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2011-5114) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along Beebe Road from Runkle Street to Leet Road.

Estimated Funds:

Federal Highway Administration Funds	\$60,849
Cass County Road Commission Funds	<u>\$13,493</u>
Total Funds	<u>\$74,342</u>

STU 14400 - 112862
Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Cass County Road Commission Funds.
Commitment Level: \$68,000 not to exceed 81.85% federal and the balance by the Cass County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49120.

- 86. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2011-5119) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt paving with shoulder work along Redfield Road from Kline Road to Conrad Road.

Estimated Funds:

Federal Highway Administration Funds	\$65,457
Cass County Road Commission Funds	<u>\$14,515</u>
Total Funds	<u>\$79,972</u>

STUL 14027 - 110361
Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Cass County Road Commission Funds.
Commitment Level: \$68,000 not to exceed 81.85% federal and the balance by the Cass County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49120.

87. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5120) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt paving with shoulder work along Redfield Street from the east Berrien County line to Ironwood Road and along Bertrand Road from the east Berrien County line to Ironwood Road.

Estimated Funds:

Federal Highway Administration Funds	\$56,247
Cass County Road Commission Funds	<u>\$12,473</u>
Total Funds	<u>\$68,720</u>

STU 14400 - 107691
Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.

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

Benefit: Improved and extended life of the roadway.

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

Commitment Level: \$77,000 not to exceed 81.85% federal and the balance by the Cass County Road Commission.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49120.

88. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5121) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt paving with shoulder work along Pine Lake Road from Highway M-60 to Anderson Road.

Estimated Funds:

Federal Highway Administration Funds	\$63,111
Cass County Road Commission Funds	<u>\$13,995</u>
Total Funds	<u>\$77,106</u>

STU 14400 - 112861
Local Force Account

*Denotes a non-standard contract/amendment

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Cass County Road Commission Funds.
Commitment Level: \$65,577 not to exceed 81.85% federal and the balance by the Cass County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49120.

89. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2011-5122) between MDOT and the Hillsdale County Road Commission will provide for participation in the following improvements:

Wedging and chip seal work along North Adams Road from Milnes Road to Dennings Road.

Estimated Funds:

Federal Highway Administration Funds	\$75,151
Hillsdale County Road Commission Funds	<u>\$18,788</u>
Total Funds	<u>\$93,939</u>

STL 30059 - 113052
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Hillsdale County Road Commission Funds.
Commitment Level: 80% federal, 20% Hillsdale County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49262.

*Denotes a non-standard contract/amendment

- 90. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2011-5123) between MDOT and the Hillsdale County Road Commission will provide for participation in the following improvements:

Wedging and chip seal work along Waldron Road from Highway M-34 to Bacon Road.

Estimated Funds:

Federal Highway Administration Funds	\$75,135
Hillsdale County Road Commission Funds	<u>\$18,784</u>
Total Funds	<u>\$93,919</u>

STL 30059 - 113053
Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Hillsdale County Road Commission Funds.
Commitment Level: 80% federal, 20% Hillsdale County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49247.

- 91. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2011-5124) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing with aggregate shoulder work along Middle Crossing Road from Yaw Street to approximately 750 feet north of Sarabyn Street.

Estimated Funds:

Federal Highway Administration Funds	\$45,329
Cass County Road Commission Funds	<u>\$10,052</u>
Total Funds	<u>\$55,381</u>

STUL 14442 - 109073
Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Cass County Road Commission Funds.
Commitment Level: \$75,200 not to exceed 81.85% federal and the balance by the Cass County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49047.

92. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2011-0222) between MDOT and the Charter Township of Canton will provide for the maintenance of trunkline highways in the Charter Township of Canton for a four-year period. The contract will be in effect from effect from the date of award through September 30, 2014.

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

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

Criticality: If the services are not performed, the trunklines will not be properly maintained. This contract provides for the construction, improvement, and maintenance of state trunkline highways. This contract is critical to keep the roadways safe for travelers.

Purpose/Business Case: To provide for the construction, improvement, and maintenance of state trunkline highways in the Charter Township of Canton.

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

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A four-year contract.

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

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

Selection: N/A.

New Project Identification: This is a new four-year maintenance contract.

Zip Code: 48188.

93. MACKINAC BRIDGE AUTHORITY – IDS Engineering Services

Authorization (Z7) under Contract (2009-0225) between the Mackinac Bridge Authority and Parsons Transportation Group, Inc., of Michigan will provide for fracture critical gusset plate inspection of the Mackinac Bridge in Mackinac and Emmet Counties. The work items will include gusset plate measurement and measurement comparisons; visual inspection, including non-destructive testing methods, if warranted; and calculations of load carrying capacity. The authorization will be in effect from the date of award through March 2, 2012. The authorization amount will be \$146,238.45. The contract term is March 2, 2009, through March 2, 2012. Source of Funds: 100% Mackinac Bridge Authority Funds.

Criticality: This authorization will provide for inspection of gusset plates on the Mackinac Bridge in accordance with federal inspection requirements.

Purpose/Business Case: To provide for inspection and analysis of strategically selected gusset plates on the non-load-path redundant steel truss members of the Mackinac Bridge. The conditions of the gusset plates will be assessed, and the dimensions of the gusset plates will be measured. The structural adequacy of the as-constructed gusset plates will be determined using a two dimensional computer model.

Benefit: The services will ensure that the original gusset plates were installed according to plans and are adequate for the loading of the Mackinac Bridge.

Funding Source: 100% Mackinac Bridge Authority Funds.

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

Risk Assessment: If this authorization is not approved and the inspection services are not performed, federal requirements will not be met. Failure to detect defects in the bridge's gusset plates could result in unknown risks.

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: 49781.

94. *PASSENGER TRANSPORTATION – Intercity Bus Program

Amendatory Contract (2005-0146/A1) between MDOT and Greyhound Lines, Inc., will extend the contract term by approximately 29 months to allow the contract to remain in full force until the vehicles have reached eligibility for replacement. The original contract provides for MDOT to contractually lease intercity highway motorcoaches to Greyhound Lines, Inc., for \$1,000 per year per vehicle to replace older motorcoaches that have reached the ends of their useful lives and to maintain the existing scheduled regular route round-trip service. The revised contract term will be May 9, 2005, through September 30, 2013. This is a revenue contract. Greyhound Lines, Inc., will pay MDOT \$5,000 per year for the duration of the contract.

Criticality: Approval of this amendment is critical to prevent the loss of the use of MDOT owned and leased over the road vehicles for intercity bus service.

Purpose/Business Case: To extend the contract term by approximately 29 months to allow the contract to remain in full force until the leased vehicles have reached eligibility for replacement.

Benefit: The motorcoaches improve the quality, safety, and reliability of intercity bus service. The vehicles keep the state from providing operating assistance and, in many instances, generate improved frequency and service quality, attracting new passengers and increasing revenues.

Funding Source: Greyhound Lines, Inc., will pay MDOT \$5,000 per year for the duration of the contract.

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

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

Cost Reduction: This is a revenue generating contract

*Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

95. PASSENGER TRANSPORTATION - Marine Capital

Project Authorization (Z25) under Master Agreement (2007-0204) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), in Chippewa County, will provide 90 percent state marine capital funds for improvements to the St. Mary's River Ferry System, which provides marine passenger service between Sault Ste. Marie and Sugar Island, Barbeau and Neebish Island, and DeTour and Drummond Island. Project items will include the purchase of vessel systems upgrades, terminal upgrades, a computer system, and communications equipment. The authorization will be in effect from the date of award through three years. The authorization amount will be \$222,222. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2011 State Restricted Comprehensive Transportation Funds - \$200,000; EUPTA Funds - \$22,222.

Criticality: Approval of this authorization is critical to maintaining 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 2011 State Restricted Comprehensive Transportation Funds - \$200,000; EUPTA Funds - \$22,222.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49783.

96. PASSENGER TRANSPORTATION - Section 5309 Capital Program

Project Authorization Revision (Z4/R3) under Master Agreement (2007-0252) between MDOT and the Marquette County Transit Authority will move \$35,350 from the facility construction line item to the architectural and engineering line item and will extend the authorization term by two months to provide sufficient time for the authority to complete the construction of the new transfer facility. The architectural and engineering work cost more than was originally anticipated. The additional time is needed because the project was delayed due to unanticipated difficulties in negotiations for the property, which difficulties have been resolved. The original authorization provides state matching funds for the Authority's FY 2007 Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 17, 2007, through September 16, 2011. The authorization amount remains unchanged at \$375,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$300,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$75,000.

Criticality: Approval of this revision is critical to ensuring that the necessary transportation infrastructure is completed.

Purpose/Business Case: To extend the authorization by two months to provide sufficient time for the Authority to complete the facility construction.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$300,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$75,000.

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: 49855.

97.-163.PASSENGER TRANSPORTATION – Section 5311 Operating Assistance Program

The following project authorizations issued under master agreements between MDOT and the following agencies will provide FY 2011 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds for nonurban public transportation services. Payment to the local agencies shall not exceed 18.5 percent of their final eligible expenses. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The authorizations are retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The term of the master agreements are from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$11,441,372.

	<u>Contract</u>	<u>Company</u>	<u>Total</u>
97.	2007-0156/Z13	Adrian, City of	\$ 58,302
98.	2007-0157/Z28	Allegan County Board of Commissioners	\$161,520
99.	2007-0158/Z6	Alma, City of	\$ 63,358
100.	2007-0159/Z25	ALTRAN Transit Authority (Alger County)	\$103,324
101.	2007-0162/Z29	Ann Arbor Transportation Authority	\$133,672
102.	2007-0163/Z14	Antrim County Board of Commissioners	\$ 98,370
103.	2007-0168/Z14	Barry County Board of Commissioners	\$124,956
104.	2007-0170/Z20	Bay Area Transportation Authority (Grand Traverse County)	\$795,284
105.	2007-0171/Z34	Bay Metropolitan Transportation Authority (Arenac County)	\$ 77,783
106.	2007-0171/Z35	Bay Metropolitan Transportation Authority (Bay County)	\$540,263
107.	2007-0173/Z13	Belding, City of	\$ 31,392
108.	2007-0175/Z19	Benzie Transportation Authority	\$216,103
109.	2007-0176/Z15	Berrien County Board of Commissioners	\$160,372
110.	2007-0177/Z11	Big Rapids, City of	\$ 54,547
111.	2007-0178/Z24	Blue Water Area Transportation Commission (St. Clair County)	\$312,924
112.	2007-0179/Z21	Branch Area Transit Authority	\$187,702
113.	2007-0183/Z15	Cadillac/Wexford Transit Authority	\$268,885
114.	2007-0185/Z34	Capital Area Transportation Authority (Ingham County)	\$208,468
115.	2007-0187/Z17	Caro Transit Authority	\$120,720
116.	2007-0188/Z11	Cass County Transportation Authority	\$ 81,678

*Denotes a non-standard contract/amendment

117.	2007-0190/Z8	Charlevoix County Board of Commissioners	\$171,680
118.	2007-0191/Z18	Cheboygan County Board of Commissioners	\$112,623
119.	2007-0193/Z19	Clare County Board of Commissioners	\$195,335
120.	2007-0195/Z16	Clinton Area Transit System	\$165,642
121.	2007-0198/Z16	Crawford County Transportation Authority	\$204,646
122.	2007-0199/Z16	Delta Area Transit Authority	\$173,132
123.	2007-0203/Z5	Dowagiac, City of	\$ 27,825
124.	2007-0204/Z24	Eastern Upper Peninsula Transportation Authority (Chippewa County)	\$ 62,650
125.	2007-0205/Z14	Eaton County Transportation Authority	\$325,606
126.	2007-0211/Z15	Gladwin County Board of Commissioners	\$209,356
127.	2007-0212/Z8	Gogebic County Transit	\$ 66,580
128.	2007-0216/Z21	Greater Lapeer Transportation Authority	\$260,147
129.	2007-0217/Z10	Greenville, City of	\$ 37,004
130.	2007-0219/Z5	Hancock, City of	\$ 27,591
131.	2007-0223/Z6	Hillsdale, City of	\$ 45,660
132.	2007-0226/Z14	Houghton, City of	\$ 56,248
133.	2007-0227/Z13	Huron County Board of Commissioners	\$218,410
134.	2007-0229/Z12	Interurban Transit Authority (Allegan County)	\$ 88,927
135.	2007-0231/Z22	Ionia, City of	\$ 67,430
136.	2007-0233/Z10	Iosco County Board of Commissioners	\$ 55,235
137.	2007-0235/Z19	Isabella County Transportation Commission	\$620,420
138.	2007-0236/Z25	Jackson Transportation Authority, City of	\$ 82,178
139.	2007-0239/Z22	Kalamazoo, City of	\$322,105
140.	2007-0240/Z13	Kalkaska Public Transit Authority	\$ 97,236
141.	2007-0243/Z22	Lenawee County Board of Commissioners	\$ 67,755
142.	2007-0246/Z11	Ludington Mass Transportation Authority	\$198,577
143.	2007-0250/Z12	Manistee County Board of Commissioners	\$213,244
144.	2007-0252/Z24	Marquette County Transit Authority	\$382,186
145.	2007-0253/Z13	Marshall, City of	\$ 44,043
146.	2007-0254/Z33	Mass Transportation Authority (Genesee County)	\$321,607
147.	2007-0257/Z17	Mecosta Osceola Transit Authority	\$ 74,696
148.	2007-0259/Z9	Midland, City of	\$240,042
149.	2007-0260/Z11	Midland County Board of Commissioners	\$285,895
150.	2007-0273/Z12	Ogemaw County Board of Commissioners	\$ 77,608
151.	2007-0274/Z13	Ontonagon County Board of Commissioners	\$ 89,215
152.	2007-0276/Z12	Otsego County Board of Commissioners	\$204,776
153.	2007-0282/Z14	Roscommon County Transportation Authority	\$258,037
154.	2007-0284/Z23	Saginaw Transit Authority	\$ 41,280
155.	2007-0285/Z12	Sanilac County Board of Commissioners	\$156,996
156.	2007-0287/Z14	Sault Ste Marie, City of	\$ 52,482
157.	2007-0288/Z14	Schoolcraft County Board of Commissioners	\$ 81,244
158.	2007/0290/Z26	Shiawassee Area Transportation Agency	\$123,159
159.	2007-0292/Z27	St. Joseph County Transportation Authority	\$171,794
160.	2007-0294/Z47	Suburban Mobility Authority for Regional Transportation (Wayne County)	\$154,831
161.	2007-0295/Z26	Thunder Bay Transportation Authority (Alpena County)	\$334,752

*Denotes a non-standard contract/amendment

162.	2007-0299/Z14	Van Buren County Board of Commissioners	\$166,779
163.	2007-0302/Z21	Yates Township	\$207,085

Criticality: Approval of these authorizations is critical to securing federal operating assistance funds for continued service.

Purpose/Business Case: To provide FY 2011 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds for nonurban public transportation services.

Benefit: These federal funds help to support the level of public transportation provided in these nonurban areas.

Funding Source: FTA Funds - \$11,441,372.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risks of not approving these projects are the loss of federal funds and the loss of needed transit service.

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

Selection: N/A.

New Project Identification: Provides for continuation of this operating assistance program for FY 2011.

Zip Code: 48909.

164. PASSENGER TRANSPORTATION - Section 5317 Program

Project Authorization Revision (Z14/R1) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will extend the authorization term by one year to provide sufficient time for MTA to complete the project. The project was delayed due to an unanticipated and temporary staffing shortage. As a result, the rehabilitation of buses and the conversion of the buses from diesel to liquefied petroleum gas under a pending Department of Energy/Clean Energy Coalition grant were delayed. The original authorization provides state matching funds for MTA'S FY 2006, FY 2007, and FY 2008 Federal Section 5317 New Freedom Program grant. The revised authorization term will be June 20, 2008, through June 19, 2012. The authorization amount remains unchanged at \$447,865. 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 - \$358,292; FY 2008 State Restricted Comprehensive Transportation Funds - \$89,573.

Criticality: This revision will provide sufficient time for MTA to complete the rehabilitation of the buses and to convert the diesel buses to liquefied petroleum gas.

Purpose/Business Case: To extend the authorization by one year to provide sufficient time for MTA to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$358,292; FY 2008 State Restricted Comprehensive Transportation Funds - \$89,573.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

165. *TRANSPORTATION PLANNING – Renew and Extend, Increase Services and Amount
 Amendatory Contract (2009-0461/A2) between MDOT and Quandel Consultants, LLC, will renew the contract and extend the contract term by approximately 21 months, will authorize the performance of Phase 3 services, and will increase the contract amount by \$807,817 in Phase 3 funding. This amendment will add the scopes of services for Phase 3 and Phase 4 of the project; however, only the Phase 3 services will be authorized at this time. The contract will be amended to add Phase 4 funding and authorize the Phase 4 services at a later time. The Phase 3 services will include reviewing rail infrastructure design drawings, developing preliminary engineering plans and advising on equipment issues. The original contract provides for professional assistance in the implementation of a regional passenger rail service between Ann Arbor and Detroit (the Ann Arbor-Detroit Regional Rail Project) and other passenger rail endeavors, including the Washtenaw County-Livingston County Commuter Rail Project. The revised contract term will be from May 21, 2009, through December 31, 2010, and from the date of award of this amendment through December 31, 2012. The revised contract amount will be \$1,944,753. Source of Funds: Federal Highway Administration (FHWA) Funds - \$646,254; State Restricted Comprehensive Transportation Funds - \$161,563.

Criticality: The Phase 3 services will include updating plan documents developed in Phases 1 and 2 and performing associated activities needed to implement commuter rail service between Ann Arbor and Detroit. The proposed service will constitute one means of providing cost effective and energy efficient access to jobs, stimulating the economy of the greater Detroit area at a time when such stimulation is greatly needed.

Purpose/Business Case: To authorize the performance of Phase 3 services and to add Phase 3 funding to the contract. The services will include reviewing rail infrastructure design drawings, developing preliminary engineering plans, and advising on equipment issues. Provision of the Ann Arbor-Detroit commuter rail service is intended to demonstrate that there is sufficient demand for passenger rail service in the Ann Arbor-Detroit Corridor (38 miles) to qualify for federal funding.

Benefit: Completion of Phase 3 services that are needed to to implement commuter rail service between Ann Arbor and Detroit.

Funding Source: FHWA Funds - \$646,254; State Restricted Comprehensive Transportation Funds - \$161,563.

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

Risk Assessment: If this amendment is not approved, the Phase 3 services will be delayed, which will delay the implementation of commuter rail service between Ann Arbor and Detroit.

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; best value for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

166. *TRANSPORTATION PLANNING – Archaeological Site Investigations
 Contract (2011-0166) between MDOT and Commonwealth Cultural Resources Group, Inc., will provide for field investigations of two archaeological sites that are eligible for listing on the National Register of Historic Places in advance of construction activities for the M-231 bridge over the Grand River. Bridge and road construction activities in the project area cannot begin until the archaeological field investigations are completed and clearance is received from the Michigan State Historic Preservation Office. The contract will be in effect from the date of award through November 11, 2013. The contract amount will be \$633,128.33. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

Criticality: This contract will provide for the mitigation of construction impacts to two archaeological sites that are eligible for listing on the National Register of Historic Places in advance of construction activities for the M-231 bridge over the Grand River. Mitigation of the adverse effects is mandated by Section 106 of the National Historic Preservation Act. Bridge and road construction activities in the project area cannot begin until the archaeological field investigations are completed and clearance is received from the Michigan State Historic Preservation Office. In order to meet the construction schedule, clearance must be obtained no later than November 11, 2011.

Purpose/Business Case: The Michigan State Historic Preservation Office determined that two archaeological sites located within the proposed road corridor are eligible for the National Register of Historic Places. MDOT has agreed to mitigate the construction impacts to these two archaeological sites, as mandated by Section 106 of the National Historic Preservation Act. MDOT also agreed to excavate the significant deposits of the two sites within the road construction footprint and to document the results of the excavations in a detailed technical report. Data analysis and report preparation to complete the mitigation will be completed subsequent to the field efforts and will not affect the project construction schedule.

Benefit: Once the archaeological field work has been completed, the M-231 road and bridge construction activities may proceed north of the Grand River across the area where the archaeological sites are located. Other projects that depend on construction of this portion of M-231 can then proceed without delays.

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

Commitment Level: The number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved and the archaeological field investigations are not completed by November 11, 2011, a number of construction projects, including the construction of the M-231 bridge over the Grand River and the construction of the road between the bridge and M-104, will be delayed and construction costs will increase.

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

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 49448.

SUBCONTRACTS

167.	Plummers Environmental Services, Inc. 10075 Sedroc Industrial Drive Byron Center, MI 49315	Low Bid: Engineer's Estimate: Over/Under:	\$43,200 \$43,200 - 0%
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Description of Work: Catch Basin Cleaning

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Plummers Environmental Services, Inc., for catch basin cleaning at various locations along state trunklines in Kent County. The project was advertised, and four bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through October 1, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the catch basins and tiles may become plugged, and drainage could back up on state trunklines. The backup of drainage could lead to road flooding and hazardous road conditions.

Purpose/Business Case: This subcontract will provide for catch basin vacuum cleaning with sewer jet and video equipment at various locations along state trunklines in Kent County.

Benefit: Will maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

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 performed, the catch basins and tiles may become plugged, which could result in drainage backups and roadway flooding. The roadways could become hazardous, and costly repairs could be required.

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: 49315.

168.	Tri-County Vac Services, LLC 3942 Arlington Avenue Fort Gratiot, MI 48059	Low Bid: 1st Year: 1st Optional Year: 2nd Optional Year: Engineer's Estimate: Over/Under:	\$166,200 \$ 55,400 \$ 55,400 \$ 55,400 \$171,996 - 3.4%
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Description of Work: Catch Basin Cleaning

Approval is requested to authorize the St. Clair County Road Commission to award a subcontract to Tri-County Vac Services, LLC, for catch basin cleaning at various locations along state trunklines in St. Clair County. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through December 31, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the catch basins and tiles may become plugged, and drainage could back up on state trunklines. The backup of drainage could lead to road flooding and hazardous road conditions.

Purpose/Business Case: This subcontract will provide for catch basin vacuum cleaning with sewer jet and video equipment at various locations along state trunklines in St. Clair County.

Benefit: Will maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

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 performed, the catch basins and tiles may become plugged, which could result in drainage backups and roadway flooding. The roadways could become hazardous, and costly repairs could be required.

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: 48059

BID LETTING

STATE PROJECTS

169. LETTING OF MARCH 04, 2011
 PROPOSAL 1103023
 PROJECT BHI 44044-108919
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 29, 2011

ENG. EST. LOW BID
 \$ 1,259,472.49 \$ 1,404,365.16

% OVER/UNDER EST.
 11.50 %

Joint replacement, cleaning and coating of structural steel, concrete surface coating, approach work, and maintaining traffic at four structures on Bowman Road over I-69, on Bristol Road over I-69, and on I-69 eastbound and westbound over Graham Road, Lapeer County. This project includes a 2 year bridge painting warranty.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Atsalis Brothers Painting Co.	\$ 1,404,365.16	Same	1 **
Venus Painting Co.	\$ 1,502,189.41	Same	2
Seaway Painting, L.L.C.	\$ 1,721,699.53	Same	3
Abhe & Svoboda, Inc.	\$ 2,415,610.00	Same	4
Icarus Industrial Painting & Cont.			
Central Painting, Inc.			
Three Star Painting, Inc.			

4 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: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

108919A
 Federal Highway Administration Funds 90.00 %
 State Restricted Trunkline Funds 10.00 %

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

cost will be based on actual quantities built in the field and unit prices bid by the contractor.

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49525.

171.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103032	\$ 495,334.88	\$ 639,045.92
	PROJECT STG 84912-111137		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2011		29.01 %

Permanent pavement markings including longitudinal lines and special markings on various state trunkline routes, Manistee, Missaukee, Wexford, Mason, Lake, and Osceola Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 639,045.92	Same	1 **
R. S. Contracting, Inc.	\$ 728,250.28	Same	2

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

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

Funding Source:

111137A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction.

*Denotes a non-standard contract/amendment

Selection: Low Bid.
 Zip Code: 49601.

172. LETTING OF MARCH 04, 2011
 PROPOSAL 1103035
 PROJECT STE 46062-84028, ETC
 LOCAL AGRMT. 10-5790
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 13, 2013

ENG. EST. LOW BID
 \$ 6,603,382.60 \$ 7,513,742.37
 % OVER/UNDER EST.
 13.79 %

5.10 mi of roadway rehabilitation and reconstruction, widening center left turn lane, storm sewer, two-course hot mix asphalt overlay with joint repairs, minor drainage improvements, reconstruction, construction of a new drainage pump station, replacement of three culverts, streetscape enhancements, concrete pavement repairs, and a paver-placed surface seal with microsurface rut filling on US-223 from A/B Railroad to Silberhorn Highway, from Silberhorn Highway to west of Rodesiler Highway, from Lipp Highway easterly to under the Indiana-Ohio Railroad bridge, at Riga Highway, at Lipp Highway, from the River Raisin to Elm Street, from High Street to Jefferson Street, and from the Monroe County line to west of Rodesiler Highway in the village of Blissfield, Lenawee County. This project includes two 5-year materials and workmanship pavement warranties and one 3-year pavement performance warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pamar Enterprises, Inc.	\$ 7,513,742.37	Same	1 **
Angelo Iafrate Construction Company	\$ 8,053,151.93	Same	2
Mead Bros. Excavating Inc.	\$ 8,263,822.99	Same	3
Anlaan Corporation	\$ 8,430,359.72	Same	4
Bailey Excavating, Inc.	\$ 8,769,641.35	\$ 8,765,316.35	5
Ajax Paving Industries, Inc.			
J. Slagter & Son Construction Co.			
Michigan Paving and Materials Comp			
Walter Toebe Construction Company			
Dan's Excavating, Inc.			
Posen Construction, Inc.			
Milbocker and Sons, Inc.			
Tony Angelo Cement Construction Co.			
Barrett Paving Materials Inc.			

5 Bidders

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

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.

*Denotes a non-standard contract/amendment

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

Funding Source:

104546A		
Village of Blissfield		33.00 %
Federal Highway Administration Funds		67.00 %
110544A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
84028A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %
87182A		
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, 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: 49228.

173.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103065	\$ 1,572,794.08	\$ 1,754,472.80
	PROJECT STG 84914-111129		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2011		11.55 %

Application of longitudinal pavement marking on various trunkline routes, Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac, and Tuscola Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 1,754,472.80	Same	1 **
R. S. Contracting, Inc.	\$ 1,932,956.00	Same	2

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

*Denotes a non-standard contract/amendment

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

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

Funding Source:

111129A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low Bid.

Zip Code: 48603.

174.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103066	\$ 877,759.52	\$ 988,960.35
	PROJECT IM 41024-106669		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 01, 2011		
	COMPLETION DATE - OCTOBER 15, 2011		12.67 %

Bridge deck resurfacing, joint replacement, structural steel repairs, cleaning and coating of structural steel, substructure patching repairs, and approach roadway reconstruction on I-96 under Whitneyville Road, Kent County. This project includes a 2 year bridge painting warranty.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Atsalis Brothers Painting Co.	\$ 988,960.35	Same	1 **
Anlaan Corporation/Seaway Painting	\$ 998,744.79	Same	2
Kammaing & Roodvoets, Inc.			
Anlaan Corporation			
Rieth-Riley Construction Co., Inc.			

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.

*Denotes a non-standard contract/amendment

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

106669A

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

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

Risk Assessment: 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: 49546.

175. LETTING OF MARCH 16, 2011 ENG. EST. LOW BID
 PROPOSAL 1103601 \$ 2,747,457.77 \$ 2,792,777.82
 PROJECT STG 84913-111138-2
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 01, 2011
 COMPLETION DATE - DECEMBER 01, 2011 1.65 %

Application of permanent, special pavement markings on various trunkline routes, Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 2,792,777.82	Same	1 **
R. S. Contracting, Inc.	\$ 3,518,225.71	Same	2

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

*Denotes a non-standard contract/amendment

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

Funding Source:

111138A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low Bid.

Zip Code: 49525 Region-wide.

EXTRAS

176. **Extra 2011-38**

Control Section/Job Number: 83033-58357 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: Milbocker and Sons, Inc.
1256 29th St
Allegan, MI 49010-9702

Designed By: MDOT
Engineer's Estimate: \$ 3,037,655.89

Description of Project:

Bridge replacement, approach work, and maintaining traffic on US-131 over Manistee River, Wexford County.

Administrative Board Approval Date:	June 16, 2009	
Contract Date:	July 31, 2009	
Original Contract Amount:	\$2,320,041.73	
Total of Overruns/Changes (Approved to Date):	57,423.65	+ 2.48%
Total of Extras/Adjustments (Approved to Date):	54,473.00	+ 2.35%
Total of Negative Adjustments (Approved to Date):	(620.54)	- 0.03%
THIS REQUEST	<u>184,163.01</u>	<u>+ 7.94%</u>
Revised Total	<u>\$2,615,480.85</u>	+ 12.74%

Offset Information

Total Offsets This Request	(\$126,299.05)	- 5.44%
Net Revised Request	\$57,863.96	+ 2.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.80% over the original budget for an **Authorized to Date Amount** of \$2,431,317.84.

Approval of this extra will place the authorized status of the contract 12.74% or \$295,439.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 9 r.1

*Denotes a non-standard contract/amendment

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

CM 9		
Cofferdams, Left in Place	1.00 LS @ \$184,163.01/LS	<u>\$184,163.01</u>
Total		<u>\$184,163.01</u>

CM 9 Offset Information

Pile, CIP Conc, Furn and Driven, 16 inch, LRFD	-2,233.01 Ft @ \$56.56/Ft	<u>(\$126,299.05)</u>
Total		<u>(\$126,299.05)</u>

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

CM 9

This item of work is partially offset by the decrease in piling length. The piling lengths were decreased due to a concern with the possibility of losing the structural bearing strength necessary to prevent settlement because of concern with an artesian layer. A new design was created after the unforeseen subsurface conditions presented a change in site conditions different than originally anticipated in the design. The proposed pile bearing was reduced in capacity and the previously installed temporary cofferdams were made permanent. The contractor completed the pile installation in accordance with the new design plan. The above cost for permanent cofferdams (each side of the bridge) represents a significant cost adjustment to the original bid item of Cofferdams, Left in Place. The costs above reflect a project credit from the contractor because it did not have to remove the temporary cofferdam. The costs consists of the invoiced cofferdam material costs, equipment and labor costs for cutting off the left-in place cofferdam below the stream bed per the modified Department of Natural Resources and Energy (DNRE) permit. The time, equipment, materials and costs necessary to complete the work were determined using the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.03 of the 2003 Standard Specifications for Construction.

Section 103.03 – Adjustments - of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra cost.

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2011, meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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: American Recovery and Reinvestment Act funds, 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: 48005.

177. **Extra 2011-39**

Control Section/Job Number: 82061-88073 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: Rauhorn Electric, Inc.
17171 23 Mile Road
Macomb MI 48042-4100

Designed By: URS and DLZ
Engineer's Estimate: \$1,647,879.01

Description of Project:

Traffic signal modernization, interconnect, and sidewalk ramp improvements at 22 locations on US-12 from Venoy Highway to M-10 in the cities of Wayne, Westland, Inkster, Dearborn Heights, Dearborn, and Detroit, Wayne County

Administrative Board Approval Date:	September 23, 2008	
Contract Date:	September 30, 2008	
Original Contract Amount:	\$1,484,774.13	
Total of Overruns/Changes (Approved to Date):	24,842.35	+ 1.67%
Total of Extras/Adjustments (Approved to Date):	193,069.91	+ 13.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>12,297.05</u>	<u>+ 0.83%</u>
Revised Total	<u>\$1,714,983.44</u>	+ 15.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.67% over the original budget for an **Authorized to Date Amount** of \$1,702,686.39.

Approval of this extra will place the authorized status of the contract 15.50% or \$230,209.31 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-18	5 r. 2	\$22,755.12	2/16/10
2010-41	6	\$21,290.50	3/16/10
2010-76	8	\$51,377.13	7/06/10
2010-110	7 r.1	\$9,617.21	9/14/10

Contract Modification Number(s): 9, 11

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

CM 9		
_PLD HH modification and integration	1.00 Dlr @ \$9,777.05/Dlr	<u>\$9,777.05</u>
Total		<u>\$9,777.05</u>
CM 11		
_Bracket Arm, Clamp On, 6 Ft, w/3 Ft Rise	4.00 Ea @ \$630.00/Ea	<u>\$2,520.00</u>
Total		<u>\$2,520.00</u>
 Grand Total		 <u>\$12,297.05</u>

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

CM 9

Additional work was required by the contractor to maintain the existing Detroit Power and Lighting (PLD) lighting at the location of US-12 and Cass. In an attempt to successfully perform the plan work at the intersection of US-12 and Cass, the existing PLD lights, conduit, and handholes needed to be integrated with the proposed work. Therefore, Rauhorn Electric was directed by MDOT Taylor Transportation Service Center (TSC) staff to install handholes in the existing light pole locations and tie into existing conduit and circuits. In addition, Rauhorn Electric was directed to locate the existing PLD light conduits, remove and re-install new feeds, and modify new and existing handholes and duct to accept the proposed and existing conduit runs. This work was to incorporate the existing electrical work within the intersection. This method of installation was approved by Mike Laskowski of PLD. The cost for the _PLD HH modification and integration was based on 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.

CM 11

Brackets were necessary to be part of the lighting system to hold the luminaires at the intersection of US-12 and Cass. These brackets are mounted on top of each of the proposed mast arms. This item of work was inadvertently omitted from the original contract bid items of work, but called for the installation on the project plan sheet #52. The extra cost for _Bracket Arm, Clamp On, 6 Ft, w/3 Ft Rise was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2011, meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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

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

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

Funding Source: 88073A: FHWA, 100.00%.

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

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

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

Selection: Low bid.

*Denotes a non-standard contract/amendment

New Project Identification: This is an existing project already under contract.
Zip Code: 48075.

178. **Extra 2011-40**

Control Section/Job Number: 63459-48935 Local Agency Project

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

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

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

Designed By: Giffels-Webster Engineers, Inc.
 Engineer's Estimate: \$545,085.50

Description of Project:

1.50 mi of hot mix asphalt recreational pathway on South Commerce Road from Oakley Park Road northerly to Commerce Road, Oakland County.

Administrative Board Approval Date:	September 28, 2007	
Contract Date:	October 23, 2007	
Original Contract Amount:	\$569,585.51	
Total of Overruns/Changes (Approved to Date):	24,888.10	+ 4.37%
Total of Extras/Adjustments (Approved to Date):	244,587.83	+ 42.94%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>27,623.64</u>	<u>+ 4.85%</u>
Revised Total	<u>\$866,685.08</u>	+ 52.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 47.31% over the original budget for an **Authorized to Date Amount** of \$839,061.44.

Approval of this extra will place the authorized status of the contract 52.16% or \$297,099.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-137	4 r. 1	\$80,966.35	09/02/08
2009-014	5 r.1	\$159,949.50	02/03/09

Contract Modification Number(s): 7, 8 r.1

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

CM 7		
<u>Additional Asphalt for North Boardwalk</u>	1.00 LS @ \$14,623.64/LS	<u>\$14,623.64</u>
Total		<u>\$14,623.64</u>
CM 8		
<u>Boardwalk repair</u>	1.00 LS @ \$11,000.00/LS	\$11,000.00
<u>Place additional asphalt at boardwalk</u>	1.00 LS @ \$2,000.00/LS	<u>2,000.00</u>
Total		<u>\$13,000.00</u>
Grand Total		<u>\$27,623.64</u>

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

CM 7

Additional asphalt was required at both ends of the northern boardwalk on the east side of South Commerce Road due to unstable subsurface material. Because of the poor wetland soils in this area, the original pavement on both sides of the boardwalk settled, creating a safety hazard. The extra cost for Additional Asphalt for North Boardwalk was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, material, and cost 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 the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. This item of work is non-participating and 100 percent local funded by Commerce Township.

CM 8

The asphalt at both ends of the boardwalk that were repaired under contract modification #7 had continued to settle, causing the same safety hazard as previously experienced. MDOT requested that the contractor repair the settled asphalt approximately 30 feet in each direction. This work was tracked by the managing office while the contractor placed additional asphalt at the boardwalk.

Another repair was needed on the path: Two wood piles on the east side of the boardwalk (project station location 36+30 and 36+77) settled, causing two dips on the boardwalk. It was recommended that a helical pile should be installed to a depth of 60 feet with a loading capacity of 30 tons. One remedial bracket was installed on the helical pile to support the cross beam. The sinking pile was cut off below the supporting brackets. Removal and replacement of a section of decking was required in order to install the helical pile.

This contract modification covers all work and costs incurred to install the helical pile and to repair the settled asphalt at both ends of the boardwalk. The extra costs for Boardwalk repair and Place additional asphalt at boardwalk were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, material, and cost 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 the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. These items of work are non-participating and 100 percent local funded by Commerce Township.

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 March 31, 2011, meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety

*Denotes a non-standard contract/amendment

and welfare of the motoring public.

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

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

Funding Source: FHWA, 70%; Oakland County, 30%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48390.

179. **Extra 2011-41**

Control Section/Job Number: 82073-79724 MDOT Project

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

State Transportation Commission - This project also has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315-3124

Designed By: Wilcox
Engineer's Estimate: \$ 35,113,505.32

Description of Project:

1.07 mi of hot mix asphalt reconstruction, curb and gutter, valley gutter, storm sewer, watermain replacement, lighting, signing, pavement marking, landscaping, sidewalks and ramps, shared used pathway and 4 stairways and 8 retaining walls removed, replacement of 6 viaduct retaining walls, bridge replacement and removal, and filling void under structure on M-85 (Fort Street) from Schaefer Highway northerly to Oakwood Boulevard, on M-85 over Pleasant Avenue, over Conrail and Norfolk Railroad, and over Sanders Avenue in the city of Detroit, Wayne County. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	April 6, 2010	
Contract Date:	April 27, 2010	
Original Contract Amount:	\$27,525,786.38	
Total of Overruns/Changes (Approved to Date):	234,827.37	+ 0.85%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>\$300,000.00</u>	+ <u>1.09%</u>
Revised Total	<u>\$28,060,613.75</u>	+ 1.94%

Offset Information

Total Offsets This Request	(\$123,250.00)	- 0.45%
Net Revised Request	\$176,750.00	+ 0.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.85% over the original budget for an **Authorized to Date Amount** of \$27,760,613.75.

Approval of this extra will place the authorized status of the contract 1.94% or \$534,827.37 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 1 r.1

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

CM 1

<u>Hobas Pipe Liner</u>	300,000.00/ Dlr @ \$1.00/Dlr	<u>\$300,000.00</u>
Total		<u>\$300,000.00</u>

CM 1 Offset Information

<u>CIPP Sewer Lining, 81 inch</u>	-170.00 Ft @ \$725.00/Ft	<u>(\$123,250.00)</u>
Total		<u>(\$123,250.00)</u>

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

CM 1

This contract modification deletes the 81-inch cast in place pipe (CIPP) liner and is replaced with a Hobas pipe liner, a centrifugally cast, glass-fiber-reinforced polyester mortar pipe. This change became necessary when the contractor encountered difficulty planning and laying out the bypass pumping necessary to install the CIPP liner, and then the project started to fall critically behind schedule because the liner was not installed. Numerous meetings were held with the contractor and Detroit Water and Sewer Department (DWSD) in attempts to get the liner installed as designed. At no time was it shown by anyone that the work could not be done, but it became increasingly obvious to MDOT PM's that the department may be subject to a risk for a claim from the contractor. An assessment of the site was made, where the review of the constructability of the existing 30 feet deep sewer with an approximate installation in 1927 and how to maintain the live service for the uses on this system. Afterwards, MDOT PM explore all possible alternatives that would allow the lining to be installed.

The installation for a CIPP liner is complex and unique because flow of the sewer needs to be diverted in order to install the proposed line. When a CIPP lining is installed, the pipe being reinforced must be taken out of service by means of temporary bulkheads and bypass pumping. Bypass pumping involves placing temporary pumps upstream from the temporary bulkhead and pumping through temporary pipes normally laid on the ground to a manhole downstream of the CIPP sewer liner installation.

The bypass pumping for the CIPP liner is typically accomplished at a manhole immediately upstream from where the liner is being installed. However, in this case a 60-inch and 66-inch pipe joined together to handle the flow of the 81-inch brick sewer immediately upstream of the CIPP liners proposed location. There is no manhole access at this junction chamber. The nearest upstream manhole that could provide

*Denotes a non-standard contract/amendment.

access on the smaller pipes was over 500 feet from the start of the liner at the junction chamber. After exploring many different options to perform the bypass pumping, the department reluctantly concluded that the contractor would have to install a manhole to gain access to the 81-inch pipe in the vicinity of the junction chamber. This was due to both the simple logistics of installing the bulkheads and pumps so far from the liner location, and the safety issue of having men in a pipe that at some point in the operation would allow emergency egress in only one direction to a manhole that was 500 feet away.

With these constructability issues in mind, the MDOT Resident Engineer authorized the addition of an access shaft in the vicinity of the junction chamber by force account. The contractor had previously suggested this and had estimated the cost of the 30 feet deep shaft at around \$150,000.

Once the access shaft was installed, the contractor would then be required to install the bypass pumping. Since it was now late fall, the contractor was now estimating that he would have to install four 18-inch pumps to handle the expected flow, rather than the two specified in his previously submitted bypass pumping plan. It was expected that four 18-inch discharge lines carrying raw sewage would then have to be laid on the ground and run some 1500' through a residential neighborhood to the closest discharge point.

As the contractor started to install the sewer access shaft, he immediately ran into stability issue with the soft clay under the project site. This clay, is extremely unstable. As soon as the contractor started digging to install the shaft, there were immediate concerns about the integrity for the 24-inch watermain, 10 feet from the shaft. The surrounding clay began to move and after several days the contractor stopped working on the shaft and asked for further direction.

At this point, the project office looked at using Hobas pipe, which had been suggested earlier in the summer by DWSD. It had been rejected at the time because the contractor had submitted a price of \$500,000 to switch to Hobas, about \$360,000 more than the CIPP liner. The primary advantage of Hobas pipe is that it can be installed in a live sewer and bypass pumping is not required.

Becoming apparently infeasible to install the CIPP liner, the MDOT Detroit Transportation Service Center (TSC) and the contractor began negotiations about substituting the Hobas pipe for the CIPP liner. The MDOT Detroit TSC was agreeable to a lump sum price of \$300,000 for the Hobas pipe, figuring that between what would be the CIPP liners final cost and the estimate of \$150,000 to install the access shaft, the department was looking at a final cost that could well exceed \$300,000. The decision point is that the department knew the contractor could install the Hobas pipe, whether the Contractor would ever be able to install the CIPP liner is undeterminable at this time.

The contractor renegotiated prices with the subcontractor to install the Hobas pipe, and subsequently agreed to install the Hobas pipe for a lump sum of \$300,000. As a part of these negotiations, the contractor agreed not to submit any monetary claims for equipment downtime, lost productivity, or other issues due to the length of time taken since the start of the project to investigate all the issues with installing the CIPP liner before the decision to switch to the Hobas pipe was made. The department in turn agrees to fairly evaluate an extension of time request, if the contractor can show delays not under its control due to the switch. This work was discussed and approved by the Federal Highway Administration Area Engineer.

The extra cost for _Hobas Pipe Liner was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract and when compared with similar work on other projects with DWSD in the Metro Region.

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

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2011 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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: 79724A: FHWA, 79.80%, State Restricted Trunkline Funds, 17.45%, City of Detroit, 2.53%, Marathon Petroleum, 0.22%, unless otherwise noted. 80011A: FHWA, 72.75%, State Restricted Trunkline Funds, 14.12%, City of Detroit, 12.46%, Marathon Petroleum, 0.58%, Buckeye Pipe Line Company, 0.06%, AT&T, 0.02%, Michigan Consolidated Gas, 0.01%, 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: 48217.

180. **Extra 2011-42**

Control Section/Job Number: 84917-105889 MDOT 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: Doan Construction Co.
3670 Carpenter Rd
Ypsilanti, MI 48197-9614

Designed By: MDOT
Engineer's Estimate: \$716,444.66

Description of Project:

Sidewalk removal and replacement, ADA ramps, pavement markings, signs, and related work at 7 locations in the city of Hamtramck, Wayne County.

Administrative Board Approval Date:	May 18, 2010	
Contract Date:	June 16, 2010	
Original Contract Amount:	\$692,799.35	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	43,697.86	+ 6.31%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>67,376.93</u>	<u>+ 9.73%</u>
Revised Total	<u>\$803,874.14</u>	+ 16.04%

Offset Information

Total Offsets This Request	(\$1,300.00)	- 0.19%
Net Revised Request	\$66,076.93	+ 9.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.31% over the original budget for an **Authorized to Date Amount** of \$736,497.21.

Approval of this extra will place the authorized status of the contract 16.04% or \$111,074.79 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 3 r.4, 5

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

CM 3

Curb, Rem	1,000.00 Ft @ \$9.00/Ft	\$9,000.00
Driveway, Nonreinf Conc, 8 inch	1,000.00 Syd @ \$44.10/Syd	44,100.00
Coring For Fence Post Placement	1.00 Dlr @ \$2,625.00/Dlr	2,625.00
Fence, Chain Link, 48 inch	70.00 Ft @ \$18.90/Ft	1,323.00
Fence, Rem	330.00 Ft @ \$12.60/Ft	4,158.00
Pedestal, Fdn	5.00 Ea @ \$656.25/Ea	3,281.25
Sign, Type II, Rem	8.00 Ea @ \$26.26/Ea	210.08
Sign, Type III, Rem	8.00 Ea @ \$26.25/Ea	210.00
Total		<u>\$64,907.33</u>

CM 5

Relocate Dynamic Speed Display		
Sign Foundation	4.00 Ea @ \$617.40/Ea	\$2,469.60
Total		<u>\$2,469.60</u>

Grand Total

\$67,376.93

CM 3 Offset Information

Fence, Chain Link, 96 inch	-65.00 Ft @ \$20.00/Ft	(\$1,300.00)
Total		<u>(\$1,300.00)</u>

*Denotes a non-standard contract/amendment

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

CM 3

The field grade conditions to construct the ADA sidewalk ramps and sidewalks warranted the removal and replacement of curbs and driveways. Existing curbs were removed for construction of new curb and gutter. In addition, non-reinforced driveways were constructed as part of the driveway work. There are no offsetting original line items associated with this work. The extra cost for Curb, Rem and Driveway, Nonrein Conc, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

At Kosciuszko Middle School and Dickerson Elementary the proposed fence falls into an area of asphalt pavement. MDOT directed the contractor to core through the pavement to install the fence posts. There are no offsetting original line items associated with this work. The extra cost for Coring For Fence Post Placement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

At Dickerson Elementary, all fences parallel to the front fascia of the school must be 48" or less; therefore, the 48" fence must be installed instead of the originally planned 96" chain link fence. MDOT directed the contractor to install the fence required per Hamtramck City Code. The offsetting original line item associated with this work is Fence, Chain Link, 96". The extra cost for Fence, Chain Link, 48 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the estimated labor and equipment needed to complete this work. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

An existing fence is in conflict with a proposed 8' fence stated in the contract documents at Kosciuszko Middle School. MDOT directed the contractor to remove the existing fence to complete the contract work. There are no offsetting original line items associated with this work. The extra cost for Fence, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the estimated labor and equipment needed to complete this work. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

According to MDOT sign standards, a foundation is needed for the proposed Dynamic Speed Display Signs included in the contract. The foundation will support the new signs to display the motorist speed on the route. There are no offsetting original line items associated with this work. The extra cost for Pedestal, Fdn was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the estimated labor and equipment needed to complete this work. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

At several locations of the project where the proposed signs are specified in the contract documents, there are existing steel and wood post signs that are in conflict. To perform the proposed work, MDOT directed the contractor to remove these existing signs. There are no offsetting original line items associated with this work. The extra cost for Sign, Type II, Rem and Sign, Type III, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the estimated labor and equipment needed to complete this work. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

CM 5

MDOT directed the contractor to relocate the Dynamic Speed Display Sign foundations and signs to

function more accurately. This system required an adjustment in the field, which will better utilize the safety awareness it brings on the routes. There are no offsetting original line items associated with this work. The extra cost for Relocate Dynamic Speed Display was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. 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 the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2011, meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 100%, 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: 48212.

181. **Extra 2011-43**

Control Section/Job Number:	82073-86890	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extras exceed the \$48,000 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:	E. C. Korneffel Co. 2691 Veterans Pkwy Trenton, MI 48183-2626	
Designed By:	MDOT	
Engineer's Estimate:	\$ 610,792.84	

Description of Project:

Pier filler wall and median barrier construction, impact attenuator replacement, partial cleaning and coating of existing structural steel, and substructure patching repairs on M-85 (Fort Street) under Norfolk

Southern Railroad and under Conrail Railroad west of Lawndale Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	September 30, 2009	
Contract Date:	October 21, 2009	
Original Contract Amount:	\$798,056.85	
Total of Overruns/Changes (Approved to Date):	(20,602.44)	- 2.58%
Total of Extras/Adjustments (Approved to Date):	3,300.00	+ 0.41%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>131,040.00</u>	+ <u>16.42%</u>
Revised Total	<u>\$911,794.41</u>	+ 14.25%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract -2.17% under the original budget for an **Authorized to Date Amount** of \$780,754.41.

Approval of this extra will place the authorized status of the contract 14.25% or \$113,737.56 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 2

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

CM 2

_ Adjustment Pier coatings	131,040.00 Dlr @ \$1.00/Dlr	<u>\$131,040.00</u>
Total		<u>\$131,040.00</u>

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

CM 2

The project plans and page 274 of the contract proposal states "the estimated area of structural steel to be coated is 1000 square feet and includes the pier columns and framing below the bridge girders." As the subcontractor was performing the work, it was realized that more area to be coated than what was estimated in the plans. MDOT was notified of the plan error and determined that there was actually 1800 square feet at each pier.

The subcontractor, Atsalis Bros. Painting, requested an extra due to the additional area to be painted. The total area coated on the two piers painted was 3600 square feet, or 2600 square feet more than estimated in the proposal. The contract contains two bridge coating items: line 0540 steel structure cleaning, partial type 4 (X03 of 82073) bid at \$90,000 lump sum, and line 0550 steel structure coating, partial type 4 (X03 of 82073) also bid at \$90,000 lump sum.

The project office offered to pay for the additional 2600 square feet at the subcontractor's bid price to the prime contractor plus a 5 percent markup for the prime contractor. The additional price was \$78,000 (based on \$30 square foot originally bid) and \$46,800 (based on \$18 square foot originally bid); the total cost of additional work was \$124,800. The total negotiated cost for the additional 2600 square feet was $\$30 \times 2600 + \$18 \times 2600 = \$124,800 + 5\% \text{ markup} = \$131,040$. The prime contractor E.C. Komeffel Co. and subcontractor Atsalis Bros. Painting agreed to this offer. This agreement was discussed with and

approved by the Federal Highway Administration. The extra cost for Pier coatings was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2011 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 100%, 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: 48209.

182. **Extra 2011-44**

Control Section/Job Number: 39405-103869 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: Michigan Paving and Materials Company
2575 S. Haggerty Road, Suite 100
Canton MI 48188-2674

Designed By: City of Kalamazoo

Engineer's Estimate: \$ 1,327,676.00

Description of Project:

3.16 mi of hot mix asphalt cold milling, resurfacing, concrete sidewalk, ramps, curb, and gutter on Reed Street from Burdick Street easterly to Portage Street, on Cork Street from Westnedge Avenue easterly to Lovers Lane, on Lovers Lane from north of Kilgore Road northerly to south of Cork Street, and on Burdick Street from Cork Street northerly to Crescent Drive in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	August 04, 2009	
Contract Date:	September 10, 2009	
Original Contract Amount:	\$1,263,897.55	
Total of Overruns/Changes (Approved to Date):	(5,473.67)	- 0.43%
Total of Extras/Adjustments (Approved to Date):	95,448.11	+ 7.55%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>35,386.22</u>	<u>+ 2.80%</u>
Revised Total	<u>\$1,389,258.21</u>	+ 9.92%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.12% over the original budget for an **Authorized to Date Amount** of \$1,353,871.99.

Approval of this extra will place the authorized status of the contract 9.92% or \$125,360.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2011-02	3	\$88,373.41	1/18/11

Contract Modification Number(s): 5

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

CM 5

_Dr Structure, Adjust and Relocate	1.00 Ea @ \$5,652.00/Ea	\$5,652.00
_Storm Sewer Repair	1.00 Ea @ \$900.00/Ea	900.00
_Dr Structure Cover	1,500.00 Lb @ \$1.25/Lb	1,875.00
_Dr Structure Cover	500.00 Lb @ \$1.25/Lb	625.00
_HMA, 2C	419.23 Ton @ \$44.00/Ton	18,446.12
_Pavt Mrkg, Ovly Cold Plastic, School	1.00 Ea @ \$185.00/Ea	185.00
_Pavt Mrkg, Type NR, Paint, 4", White, T	10,386.00 Ft @ \$0.30/Ft	3,115.80
_Pavt Mrkg, Type NR, Paint, 4", White, T	93.00 Ft @ \$0.30/Ft	27.90
_Pavt Mrkg, Type NR, Paint, 4", Yellow, T	10,688.00 Ft @ \$0.30/Ft	3,206.40
_Pavt Mrkg, Type NR, Paint, 4", Yellow, T	4,510.00 Ft @ \$0.30/Ft	1,353.00
Total		<u>\$35,386.22</u>

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

CM 5

An existing drainage structure located in the roadway at the intersection of Burke and Cork was not functioning properly in the collection of surface runoff. A modification to the underground drainage system was necessary to improve drainage and safety on the roadway. The change included the installation of a new manhole cover on the existing structure, making a tap, and installing a new drainage structure in the nearby curb and gutter. The extra cost for the _Dr Structure, Adjust and Relocate was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the

*Denotes a non-standard contract/amendment

Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

While the contractor was working on placing the new water main, a damaged section of storm sewer was discovered by the engineer. To avoid future roadway deterioration, a repair was made to the storm sewer line. The extra cost for the Storm Sewer Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

Existing curb and gutter was removed in the area of drainage structures. In these locations, the catch basin covers were deemed to be in poor condition, and required to be replaced in order to properly reconstruct the curb and gutter. The extra cost for the Dr Structure Cover was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

Because the watermain construction is being relocated inside the roadway, it was necessary to place three layers of hot mix asphalt (HMA) to properly reconstruct the road cross section. The leveling and wearing courses of HMA was a part of the project, therefore a 3-inch layer of base HMA was determined to be necessary to preserve the integrity of the roadway. The extra cost for the HMA 2C was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

During construction of the project, a special pavement marking school symbol was removed in the process of milling the roadway. This area was resurfaced with new HMA pavement. This item was inadvertently missed when logging the scope of the project, and requires replacement for the safety of the public. The extra cost for the Pavt Mrkg, Ovly Cold Plastic, School was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

Due to the time of the year for final paving on Burdick Street and Lovers Lane, thermoplastic paint could not be placed for permanent lane markings due to material restrictions because of the cool temperature. A permanent, temporary waterborne pavement marking paint material was placed for interim lane markings that will last until spring. Once the temperatures are no longer a restriction, thermoplastic paint can be applied on the roadway. The extra cost for the Pavt Mrkg, Type NR, Paint, 4", White, T and Pavt Mrkg, Type NR, Paint, 4", Yellow, T was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2011 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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: American Recovery and Reinvestment Act funds, 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: 49001.

183. **Extra 2011-45**

Control Section/Job Number: 33084-79092 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: C. A. Hull Co., Inc.
8177 Goldie Road
Walled Lake, MI 48390

Designed By: MDOT
Engineer's Estimate: \$7,596,559.64

Description of Project:

9.53 mi of hot mix asphalt cold milling and resurfacing, bridge replacement, and approach work on I-96 from Lansing Road to College Road and on westbound I-96 under the I-496 ramp to eastbound I-96, Eaton and Ingham Counties. This project includes a 3-year pavement performance warranty and a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	December 2, 2008	
Contract Date:	December 23, 2008	
Original Contract Amount:	\$7,933,067.77	
Total of Overruns/Changes (Approved to Date):	672,777.82	+ 8.48%
Total of Extras/Adjustments (Approved to Date):	792,326.81	+ 9.99%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>26,143.61</u>	<u>+ 0.33%</u>
Revised Total	<u>\$9,424,316.01</u>	+ 18.80%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.47% over the original budget for an **Authorized to Date Amount** of \$9,398,172.40.

Approval of this extra will place the authorized status of the contract 18.80% or \$1,491,248.24 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-128	5	\$255,780.00	09/30/09
2010-067	16,17	\$72,933.57	06/01/10
2010-078	9,15	\$273,157.16	07/06/10
2010-114	19	\$9,456.04	09/14/10

Contract Modification Number(s): 13, 23, 24

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

CM 13 79092A			
_Hh, Cleaning	40.00 Ea @ \$210.00/Ea		<u>\$8,400.00</u>
Total			<u>\$8,400.00</u>
CM 23 79092A			
_Repair Slopes at S03 of 33084 With Riprap	14,478.15 Dlr @ \$1.00/Dlr		\$14,478.15
Total			<u>\$14,478.15</u>
CM 24 79092A			
Delineator Reflector	121.00 Ea @ \$5.46/Ea		\$660.66
Delineator Reflec Sheet, 3" X 6", Yellow	1.00 Ea @ \$4.20/Ea		4.20
Post, Delineator	110.00 Ea @ \$22.84/Ea		2,512.40
Post, Flexible, Delineator	2.00 Ea @ \$44.10/Ea		88.20
Total			<u>\$3,265.46</u>
Grand Total			<u>\$26,143.61</u>

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

CM 13

The contractor was directed to clean out the electrical hand holes that were previously adjusted along the Cedar Street ramps. Some of the electrical hand holes accumulated debris from prior routine maintenance work. This work was requested by MDOT maintenance staff who services the system. The extra cost for _Hh, Cleaning was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

CM 23

The Contractor repaired the slope failures with riprap at S03 of 33084. The previous riprap was not wide enough to handle the runoff generated by major storm events. Washouts and slope failures were required to be repaired and reinforced to prevent the damage from entering the shoulder and the lane of travel. The cost for the Repair Slopes at S03 of 33084 With Riprap was based on 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.

CM 24

The extra items of work for the placement of roadside edge delineator posts are for the safety of motorists on the highway. The delineator's reflective sheeting consists of various colors, is dependent upon its location, and are installed according to MDOT standard plan guidelines. The type and quantity was selected to supplement the damaged and/or missing items and were selected for consistency along this section of westbound and eastbound I-96 from just east of Lansing Road to US-127. The extra cost for the above noted items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2011, meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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:

103319A: FHWA, 90%; State Restricted Trunkline, 10%;

79092A: FHWA, 90%; State Restricted Trunkline, 10%, unless otherwise noted.

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

Risk Assessment: 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: 48910.

184. **Extra 2011-46**

Control Section/Job Number: 50111-55420 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: MDOT
 Engineer's Estimate: \$37,447,018.13

Description of Project:

11.68 mi of hot mix asphalt cold milling, resurfacing, patching, guardrail replacement, along with 2.76 mi of median barrier wall construction on I-94 from Joy Road to M-29, Masonic Boulevard to Joy Road, and North River Road to M-59, and 10 structure rehabilitations on I-94, in the city of St. Clair Shores, Macomb County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	December 19, 2006	
Original Contract Amount:	\$37,180,041.06	
Total of Overruns/Changes (Approved to Date):	(582,614.63)	- 1.57%
Total of Extras/Adjustments (Approved to Date):	2,955,573.59	+ 7.95%
Total of Negative Adjustments (Approved to Date):	(102,409.70)	- 0.28%
THIS REQUEST	<u>69,596.38</u>	<u>+ 0.19%</u>
Revised Total	<u>\$39,520,186.70</u>	+ 6.29%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.10% over the original budget for an **Authorized to Date Amount** of \$39,450,590.32.

Approval of this extra will place the authorized status of the contract 6.29% or \$2,340,145.64 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-153	49 r. 1, 50, 55, 56, 59 r.1, 63 r.1	\$489,541.97	09/30/09
2009-163	60 r.1, 64	\$39,688,396.71	12/15/09
2010-022	65 r.1, 66, 67, 69	\$100,874.07	02/16/10
2010-043	70	\$14,651.90	04/06/10
2010-074	3 r.2	\$66,438.00	07/06/10
2010-085	68, 72 r. 1, 73	\$58,404.37	07/06/10

Contract Modification Number(s): 76 r.1

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

CM 76		
_S24 Heating and Housing	1.00 LS @ \$69,596.38/LS	<u>\$69,596.38</u>
Total		<u>\$69,596.38</u>

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

CM 76

The subcontractor, Atsalis Brothers, filed a claim for heating and housing of S24. The claim was processed in accordance with the department's claim procedure. The contractor presented its claim to the MDOT Lansing Central Office Review Panel (COR) on October 19, 2010. The panel carefully evaluated and reviewed the engineer's and the contractor's position. The panel decision was in favor of the contractor as noted below:

The contractor chose to use this additional equipment as part of the coating means and methods utilized during the weather limitation. The panel believes the contractor determined this equipment was the most efficient means for accomplishing the work as demonstrated by the contractor's use of the same methods and means during the weather restricted coating operation, which occurred prior to December 1, 2007. The contractor incurred extra weather protected coating costs for the same equipment for the work prior to December 1, 2007; work which was not, and is not, compensable by the department. The engineer did not take exception to the use of this equipment or work method to mitigate the costs associated with the usage of this equipment during the potential claim period between November 13, 2007, and December 13, 2007. The panel finds compensation is due to the contractor for the extraordinary heating and housing effort utilized intermittently during the December 1, 2007, through December 13, 2007, period. Specifically, the contractor is to be compensated for the heaters, pickup, blast trailers, TMA, and supporting labor used for heating and housing during the coating operation. Force account records were kept by the department for all cleaning and coating work, which occurred between November 13, 2007, and December 13, 2007.

The panel determined that the subtotal of the claim amount is \$66,282.27; the five percent prime contractor markup is \$3,314.11 therefore, the total to be paid is \$69,596.38. The MDOT Macomb Transportation Service Center (TSC) reviewed the force account records and has substantiated the costs. The cost for the S24 Heating and Housing was based on 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. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on April 5, 2011.

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:

55420A: FHWA, 89.89%; State Restricted Trunkline, 9.98%; AT&T, 0.13%;

55421A: FHWA, 90%; State Restricted Trunkline, 10%;

55656A: State Restricted Trunkline, 100%;

72401A: FHWA, 90%; State Restricted Trunkline, 9.87%, City of St. Clair Shores, 0.15%;

80294A: FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted.

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

Risk Assessment: 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: 48047.

185. **Extra 2011-47**

Control Section/Job Number: 13081-75047 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: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: MDOT
Engineer's Estimate: \$10,026,356.60

Description of Project:

4.44 mi of hot mix asphalt cold milling and overlay, hot mix asphalt curb and spillways, guardrail reconstruction, concrete bridge approach and bridge replacement, widening, concrete curb and gutter, and enclosed drainage on I-94 eastbound and westbound from west of Helmer Road northeasterly to 61/2 Mile Road and over Riverside Drive in the city of Battle Creek, Calhoun County. This project includes a 5-year materials and workmanship pavement warranty and a 3-year pavement performance warranty.

Administrative Board Approval Date:	January 20, 2009	
Contract Date:	February 6, 2009	
Original Contract Amount:	\$8,988,215.30	
Total of Overruns/Changes (Approved to Date):	(697,625.37)	- 7.76%
Total of Extras/Adjustments (Approved to Date):	1,657,371.65	+ 18.44%
Total of Negative Adjustments (Approved to Date):	(104,329.00)	- 1.16%
THIS REQUEST	<u>287,485.19</u>	<u>+ 3.20%</u>
Revised Total	<u>\$10,131,117.77</u>	+ 12.72%

Offset Information

Total Offsets This Request	(\$2,870.00)	- 0.03%
Net Revised Request	\$284,615.19	+ 3.17%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.52% over the original budget for an **Authorized to Date Amount** of \$9,843,632.58.

Approval of this extra will place the authorized status of the contract 12.72% or \$1,142,902.47 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-13	5, 6 r. 1	\$1,486,657.45	02/02/10
2010-51	7, 8, 9, 10, 11, 12 r.2	\$241,731.67	04/06/10
2010-139	13, 14, 15, 21, 25, 27 r.1, 28	\$106,405.86	11/03/10
2011-18	36, 37, 38, 39, 40, 41, 42, 43, 44, 46, 50 r.1, 51	\$56,925.91	03/01/11

Contract Modification Number(s): 45, 64

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

CM 45 (75047A)

Culv, CI A, Conc, 12 inch Extra	24.00 Ft @ \$52.50/Ft	\$1,260.00
Dr Structure, Adj, Add Depth Extra	0.78 Ft @ \$210.00/Ft	163.80
_ 4" Drainage Structure, Tap	4.00 Ea @ \$131.25/Ea	525.00
_ Extra Adjust Valve Box	2.00 Ea @ \$230.00/Ea	460.00
_ Extra Drainage Structure Adjust, Case 1	5.00 Ea @ \$395.00/Ea	1,975.00
Culv End Sect, Conc, 12 inch Extra	2.00 Ea @ \$415.00/Ea	830.00
Curb and Gutter, Conc, Det F2 Extra	236.00 Ft @ \$15.75/Ft	3,717.00
Fence Chain Link, 48 inch Extra	180.00 Ft @ \$11.37/Ft	2,046.60
Fence, Rem Extra	180.00 Ft @ \$5.25/Ft	945.00
Sewer Tap, 6 inch Extra	2.00 Ea @ \$141.75/Ea	283.50
Underdrain, Subbase, 6 inch Extra	1,172.00 Ft @ \$13.28/Ft	15,564.16
Total		<u>\$27,770.06</u>

CM 64 (102807A)

_ Traffic Ctrl Adj for Ext of Time	63,309.35 Dlr @ \$1.00/Dlr	\$63,309.35
_ Traffic Ctrl Adj for Ext of Time (75047A)	9,460.02 Dlr @ \$1.00/Dlr	9,460.02
_ Traffic Ctrl Adj for Ext of Time	186,945.76 Dlr @ \$1.00/Dlr	186,945.76
Total		<u>\$259,715.13</u>

Grand Total

\$287,485.19

CM 45 Offset Information

Culv End Sect, 15 inch	-2.00 Ea @ \$495.00/Ea	(\$990.00)
Sewer, CI A, 15 inch, Tr Det B	-40.00 Ft @ \$47.00/Ft	(1,880.00)
Total		<u>(\$2,870.00)</u>

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

CM 45

The delivery engineer made a field plan change to the underground drainage system at project station 21+35. The proposed project plan sheet #R14 specifies 15-inch diameter culverts that outlet into two drainage structures. Due to a road vertical profile revision on Riverside Drive, the delivery engineer directed contractor to place 12-inch concrete culverts to better fit the revised grades. The placement of the smaller diameter pipe allowed thicker sand subbase cover over the pipe and top of drainage structure's top slab to provide additional pavement support. The Riverside Drive profile was revised by the delivery

engineer because plan revision #1 of the bridge plans raised the bridge footing 1 foot in elevation. The proposed Riverside profile grade needed to be revised to ensure that the top of footing would not be exposed and to ensure that the proposed 14'-6" minimum underclearance as specified on the plans would be constructed. The offsetting items are on this contract modification. The extra cost for Culv, CI A, Conc, 12-inch Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract.

The drainage structure cover at project station 297+60 needed to be raised to fit the final grade after the new bridges were completed. The plan location of this structure is on the high side of superelevation in the curb line of I-94 EB, project station 297+60 Right. It would not catch any surface water on this high side of superelevation, but was needed as a junction structure because the two pipes in the structure are at different alignments. To reduce future maintenance costs of this drainage structure and cover, the delivery engineer directed that this drainage structure be constructed approximately 10-feet behind the curb down on the earth slope, where it would not receive vehicle traffic loads. The structure was satisfactorily built to MDOT's grades and accepted by MDOT, but later needed to be raised 0.780 Ft to meet the final earth grade of the slope. The extra cost for Dr Structure, Adj, Add Depth Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. 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 the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

In project plan sheets #R14 & #R15, a 4-inch underdrain was set up to remove any incidental subsurface water from the bridge foundation backfill material. This underdrain required to be outlet, therefore the engineer tapped a hole in the four existing drainage structures at project locations; Station 18+50 Left & Right and 21+35 Left & Right, there were no offsetting items. Taps were necessary because the grade of the underdrain was changed from the plans and the underdrain holes could not be manufactured into the precast drainage structures. The underdrain needed to be adjusted in the field to meet the revised higher footing elevation. The extra cost for 4" Drainage Structure, Tap was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract.

It was necessary to adjust existing water valve box to match elevation of new hot mix asphalt surface at Riverside Station 23+00 Left and Station 23+35 Left. This work was inadvertently overlooked in the design of the project. There are no offsetting items of work. The extra cost for Extra Adjust Valve Box was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other projects.

It was necessary to adjust drainage structure elevations to match the revised Riverside Road profile, as directed by delivery engineer. Five drainage structure covers at project Station 17+00 and 25+00 were adjusted. The contractor ordered precast concrete drainage structures based on MDOT plan grades. After Riverside Drive profile was revised by the delivery engineer, two of these five precast drainage structures were too high and it was necessary to use a concrete saw to remove a part of the top of the precast drainage structures. The other three drainage structures were adjusted to meet the final elevations of the curb and HMA pavement. This was identified as a significant change in character work by the delivery engineer. The extra cost for Extra Drainage Structure Adjust, Case 1 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other projects.

As mentioned above, a field change resulted in the replacement of the proposed 15-inch culvert with a 12-inch concrete culvert at Riverside Road project Sta. 21+35. The culverts require an end treatment on

the pipe to match the slope and for safety by preventing a blunt obstruction to the motorist. The delivery engineer directed contractor to place 12-inch end treatments. The offsetting items are on this contract modification. The extra cost for Culv End Sect, Conc, 12 inch _Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract.

A portion of the proposed Concrete Curb and Gutter F4 was deleted (offset from the contract) and concrete Curb and Gutter F2 was used at the direction of the Delivery Engineer. This was due to plan revision #1 of the bridge plans which raised the bridge footing 1 foot in elevation which reduced the vertical and horizontal clearance with the original F4 curb detail. Changing to the F2 detail eliminated any conflicts between the bridge footing and the curb and gutter. The narrower curb F2 minimized the conflict. The extra cost for Curb and Gutter, Conc, Det F2 Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

Near the completion of the project, it was necessary to remove an existing fence and install a new chain link fence in a new location on east side of Riverside Drive project Station 22+20 to 24+00 Right. This work was necessary to construct the new wider Riverside Drive cross-section which was shown on Plan Sheet #R8. Chain link fence was needed to match the existing fine-mesh fence which was removed; it contained small animals at this residential property. The extra cost for Fence, Rem Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost for Fence Chain Link, 48-inch Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract.

Due to the unforeseen subsurface conditions of an existing high water table on Riverside Drive, the delivery engineer directed contractor to install a six inch sand subbase underdrain pipe on Riverside Drive Station 17+20 to 23+06 Left & Right to drain the excess water. It was necessary to install two underdrain sewer taps in drainage structures at project Station 21 +35 Left and Right. The extra cost for Underdrain, Subbase, 6 inch _Extra and Sewer Tap, 6 inch _Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract.

CM 64

Section 812.04, Item T of the 2003 Standard Specifications for Construction and contract Special Provision for Minor Traffic Devices and Flag Control requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. On page 40 of the proposal, the progress clause specifies that the contract completion date is November 13, 2009, for all work except maintenance of soil erosion and sedimentation control items. Contract Modifications #24 & #52 extends the contract completion date to October 1, 2010. The project had an approved extension of time without the assessment of liquidated damages for the work on I-94 at the bridge (190 calendar days), Riverside Drive (230 calendar days) and paving and pavement markings on I-94 (88 calendar days). Traffic control devices were required to be used during the extended time frame. In accordance with 2003 Standard Specifications 812.04T and Proposal Page No. 284 Special Provision for Minor Traffic Devices and Flag Control during an approved extension of time, authorize a Traffic Control Adjustment for traffic items used during the extended contract time. A contract adjustment was calculated per the specification section listed above and the special provision minor traffic

devices and flag control during an approved extension of time. Therefore, the cost for Traffic Control Adjustment was determined to be a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its March 31, 2011 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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:

102807A: FHWA, 90%; State Restricted Trunkline, 9.02%; City of Battle Creek, 0.98%;

75047A: FHWA, 90%; State Restricted Trunkline, 8.75%; City of Battle Creek, 1.25%, 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: 49014.

186. **Extra 2011-48**

Control Section/Job Number: 39405-103869 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: Michigan Paving and Materials Company
2575 S. Haggerty Road, Suite 100
Canton MI 48188-2674

Designed By: City of Kalamazoo
Engineer's Estimate: \$ 1,327,676.00

Description of Project:

3.16 mi of hot mix asphalt cold milling, resurfacing, concrete sidewalk, ramps, curb, and gutter on Reed Street from Burdick Street easterly to Portage Street, on Cork Street from Westnedge Avenue easterly to Lovers Lane, on Lovers Lane from north of Kilgore Road northerly to south of Cork Street, and on Burdick Street from Cork Street northerly to Crescent Drive in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	August 04, 2009	
Contract Date:	September 10, 2009	
Original Contract Amount:	\$1,263,897.55	
Total of Overruns/Changes (Approved to Date):	(184.49)	- 0.01%
Total of Extras/Adjustments (Approved to Date):	130,834.33	+ 10.35%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>2,964.00</u>	+ 0.23%
Revised Total	<u>\$1,397,511.39</u>	+ 10.57%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.34% over the original budget for an **Authorized to Date Amount** of \$1,394,547.39.

Approval of this extra will place the authorized status of the contract 10.57% or \$133,613.84 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2011-02	3	\$88,373.41	1/18/11
2011-44	5	\$35,386.22	4/05/11

Contract Modification Number(s): 6

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

CM 6

_Anchor Coupling, DI, 6 inch	6.00 Ea @ \$170.00/Ea	\$1,020.00
_Watermain, 6 inch, Angle	3.00 Ea @ \$190.00/Ea	570.00
_Hydrant Extension, 3 Foot	1.00 Ea @ \$1,374.00/Ea	<u>1,374.00</u>
Total		<u>\$2,964.00</u>

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

CM 6

The initial location for the new 6-inch gate valves used for the side street connections for the Lovers Lane watermain replacement was adjacent to the newly placed watermain. After evaluation, it was determined that a better location for the new gate valves would be closer to the existing gate valves for the side streets, which were located approximately 30 to 50 feet away from the new watermain. By placing the new valves in that location, the existing valves could be removed when the side street's watermain is replaced at a later date without excavating Lovers Lane. In addition to the extra length of ductile iron piping, this pay item was necessary to complete this work. There are no offsetting items of work. The extra cost for the _Anchor Coupling, DI, 6 inch and _Watermain, 6-inch Angle was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. These items of work are non-participating and 100 percent local funded by the City of Kalamazoo.

*Denotes a non-standard contract/amendment

When constructing the new watermain for the project, the existing hydrants needed to be relocated. As part of the plans, the original item of work for Hydrant, Relocate, Case 2 was used to move the existing hydrants to their new location. While relocating the hydrant located at project station 26+75, it was discovered that a 3 foot extension was necessary to get the hydrant to the proper elevation for the surrounding area. The extra cost for the Hydrant Extension, 3-Foot was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. This item of work is non-participating and 100 percent local funded by the City of Kalamazoo.

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 March 31, 2011 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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: American Recovery and Reinvestment Act funds, 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: 49001.

OVERRUNS

187. **Overrun 2011-08**

Control Section/Job Number: 63132-106552 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Florence Cement Company
12585 23 Mile Rd
Shelby Township, MI 48315-2623

Designed By: MDOT
Engineer's Estimate: \$ 284,302.44

Description of Project:

0.82 mi of concrete pavement repairs on M-150 (Rochester Road) from Avon Road to 2nd Street in the cities of Rochester and Rochester Hills, Oakland County.

Administrative Board Approval Date:	November 17, 2009	
Contract Date:	December 15, 2009	
Original Contract Amount:	\$249,810.71	
Total of Overruns/Changes (Approved to Date):	24,981.70	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	31,644.74	+ 12.67%
Total of Negative Adjustments (Approved to Date):	(16,380.44)	- 6.56 %
THIS REQUEST	<u>86,518.90</u>	+ 34.63%
Revised Total	<u>\$376,575.61</u>	+ 50.74%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.11% over the original budget for an **Authorized to Date Amount** of \$290,056.71.

Approval of this overrun will place the authorized status of the contract 50.74% or \$126,764.90 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

<u>Pavt Repr, Reinf Conc, 10 inch</u>	1,740.823 Syd @ \$49.70/Syd	<u>\$86,518.90</u>
Total		<u>\$86,518.90</u>

Reason(s) for Overrun(s):

The condition of the pavement had deteriorated significantly since the pavement survey that was during the design of the project. This caused an increase in the number of concrete patches required to repair the pavement. The additional project work will benefit the motorist with improved roadway safety.

This Overrun was recommended for approval by the State Transportation Commission at its March 31, 2011, meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 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: 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.

*Denotes a non-standard contract/amendment

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

Zip Codes: 48307.

188. **Overrun 2011-09**

Control Section/Job Number: 82457-104123 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: Florence Cement Company
12585 23 Mile Rd
Shelby Township, MI 48315-2623

Designed By: Wayne County
Engineer's Estimate: \$ 872,058.30

Description of Project:

0.79 mi of hot mix asphalt removal and pavement, aggregate base, and concrete pavement repair on Joy Road from Lilley Road to Haggerty Road, Wayne County.

Administrative Board Approval Date:	December 2, 2008	
Contract Date:	January 7, 2009	
Original Contract Amount:	\$794,689.41	
Total of Overruns/Changes (Approved to Date):	79,468.94	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	47,658.79	+ 6.00%
Total of Negative Adjustments (Approved to Date):	(1,965.27)	- 0.25%
THIS REQUEST	<u>62,085.54</u>	+ <u>7.81%</u>
Revised Total	<u>\$981,937.41</u>	+ 23.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.75% over the original budget for an **Authorized to Date Amount** of \$919,851.87.

Approval of this overrun will place the authorized status of the contract 23.56% or \$187,248.00 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

_ Misc Sodding	4,558.40 Syd @ \$6.00/Syd	\$27,350.40
_ Ditch Cleanout	8.175 Sta @ \$1,000.00/Sta	8,175.00
_ Water, Sodding/Seeding	180.60 Unit @ \$30.00/Unit	5,418.00
_ Misc HMA, Base Drives	702.43 Syd @ \$26.50/Syd	18,614.40
_ Misc HMA, Top (F), Drives	154.1304 Syd @ \$16.40/Syd	<u>2,527.74</u>
Total		<u>\$62,085.54</u>

*Denotes a non-standard contract/amendment

Reason(s) for Overrun(s):

This project is in overrun status principally due to site drainage difficulties unforeseen at the time of design and insufficient estimates on a number of items in the contract. The contractor was directed to grade various areas to ensure that water would properly drain from the project site. The additional grading caused a corresponding increase in the quantity of sod needed. Also, the additional quantity of sod to comply with typical cross sections provide in the proposed plans was much greater than the original quantity. Other miscellaneous items included an overrun of hot mix asphalt drive quantities necessary to provide a positive drainage flow, (in addition to underestimated plan quantities), resulted in project overruns in hot mix asphalt.

This Overrun was recommended for approval by the State Transportation Commission at its March 31, 2011 meeting, and is now recommended for approval by the State Administrative Board on April 5, 2011.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.75%; Wayne County, 18.25%, unless otherwise noted

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48187.

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 February 9, 2011.

Respectfully submitted,

Laure J. Mester

KT Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

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

T&NR Meeting: March 30, 2011 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 5, 2011 - 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.

CONTRACT

1. **HIGHWAYS – IDS Engineering Services**

Authorization (Z12) under Contract (2011-0006) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for the stabilization of the slope between M-222 and the Kalamazoo River in Allegan County (CS 03041 - JN 107575C). The work items will include developing a minimum of three design concepts to stabilize the slope, preparing required plans and maintaining traffic plans, performing hydraulic survey and analysis work, and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$249,998.23. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The M-222 slope at the Kalamazoo River in the city of Allegan is in critical condition and is continuing to deteriorate due to snow melt, rain, ground water seepage, and the river migration. Slope movement, which is undermining the roadway, has been occurring for some time and is expected to continue. The slope movement threatens the stability of the roadway and, left unchecked, will eventually undermine the stability of the roadway at the top of the slope. Based on observation of the slope from the river perspective, MDOT now considers the situation to be urgent. MDOT will soon shift traffic to the north side of the road to eliminate the live loads adjacent to the top of the slope. The eastbound shoulder is now settling. MDOT needs to proceed with the design for the slope stabilization as quickly as possible.

Purpose/Business Case: To provide for design services to be performed for the stabilization of the slope between M-222 and the Kalamazoo River in Allegan County.

Benefit: This project will provide for the stabilization of the slope, which will stabilize the roadway and improve roadway 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 and the work is not performed, the roadway could fail, substantial and costly damage could occur, and public safety could 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: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49010.

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 February 11, 2011.

Respectfully submitted,

Laura J. Mester

for Kirk T. Steudle
Director

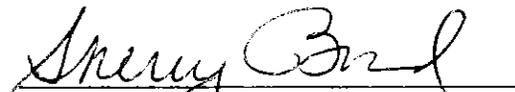
Mr. Senyko presented the Transportation and Natural Resources Committee Report for the regular meeting of March 30, 2011. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Senyko moved that the Report covering the regular meeting of March 30, 2011, be approved and adopted with Items 8, 9, 10, 11, 12, 13, 95, and 165 of the Regular MDOT agenda withdrawn by the Department of Transportation at the State Administrative Board on April 5, 2011. The motion was supported by Ms. Isaacs and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Saxton moved to adjourn the meeting. The motion was supported by Mr. Senyko and unanimously approved. Mr. Murley adjourned the meeting.



SECRETARY



CHAIRPERSON