

APPROVED

April 20, 2010

Michigan State
Administrative Board

Lansing, Michigan

April 6, 2010

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, April 6, 2010, at 11:00 a.m.

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

Others Present:

Mike Green, Jay Ketcik, Department of Corrections; Rhonda Oyer-Zimmerman, Department of Natural Resources and Environment; Pat Mullen, Janet Rouse, Department of Technology, Management and Budget; Claire Carter, Jean Ingersoll, Department of Transportation

1. CALL TO ORDER:

Ms. Pena Andorfer called the meeting to order and led the Pledge of Allegiance to the Flag.

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

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

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

NONE

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

APPROVED

April 6, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Building Committee was held at 11:00 a.m. on March 30, 2010. Those present being:

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

Member: Steven Liedel, representing Approved _____
Governor Granholm

Member: Gary Owen, representing Approved _____
Lt. Governor Cherry

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James Burris, Cindy Collins, Janet Rouse, Department of Technology, Management and Budget; Rhonda Oyer-Zimmerman, Department of Natural Resources and Environment

The Building Committee regular and Recovery Act Funds agenda were presented.

Following discussion, Mr. Liedel moved that the regular and Recovery Act Funds agendas be recommended to the State Administrative Board for approval. Supported by Mr. Owen, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

March 30, 2010 / April 6, 2010
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, DETROIT – Ryan Correctional Facility –
MSI Cleaning Factory Relocation
File No. 472/09330.EEW - Index No. 29360
Low Responsive Bidder: Graham Construction, Inc., Saginaw; \$446,539.00

Purpose/Business Case

The purpose of this contract is to relocate the Michigan State Industries' (MSI) Janitorial and Cleaning Supply factory equipment from the closed R.C. Scott Facility to the Ryan Correctional Facility. This includes all structural, mechanical and electrical work needed to remove, transport and reinstall all of the equipment.

Benefit

The State will benefit by having a qualified contractor oversee the relocation of the factory equipment and start up the manufacturing operations as quickly as possible in its new location.

Funding Source

100% Agency Operating Funds (GF-GP)

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 a delay setting up the factory in its new location which will have a negative impact on MSI's ability to provide janitorial and cleaning supplies to the DOC facilities statewide.

Zip Code

48212

2. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, LANSING
– MSP St. Joseph Facility – Phase I Renovations
File No. 071/10043.SJU - Index No. 53311
Low Responsive Bidder: Kincaid Henry Building Group, Inc., East Lansing;
\$925,000.00

Purpose/Business Case:

The purpose of this contract is to renovate existing areas of the former DMVA facility located on St. Joseph Street in Lansing to relocate several Michigan State Police functions currently located at the former MSP Harrison Road Headquarters.

Benefit:

The State will benefit by relocating several MSP functions to a State owned facility thus complete the vacating of the Harrison Road complex.

Funding:

100% State Building Authority Funds

Commitment:

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

Risk:

Failure to approve this contract will not allow consolidation into State owned space.

Zip Code:

48917

3. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAND RAPIDS –
Grand Rapids Home for Veterans – Nurse Call System
File No. 511/09444.CAK - Index No. 64000
Low Responsive Bidder: Video-Tech-Tronics, Inc., Comstock Park; \$565,722.00

Purpose/Business Case

The purpose of this contract is to install a new nurse call system that replaces outdated systems and covers the entire residential areas of the facility.

Benefit

The State will benefit by improving the safety of the building for its residents.

Funding Source

100% Federal 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 a facility that will not meet code or VA and State licensure requirements.

Zip Code

49505

4. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, WETMORE
– Midway Resort Site – Soil Excavation, AST Removal & Relocation And Site
Restoration
File No. 761/10073.SAR - Index No. 44251
Low Responsive Bidder: U.P. Environmental Services, Inc., Bark River;
\$309,175.00

Purpose/Business Case:

The purpose of this contract is to remove and relocate the aboveground storage tank (AST), excavate and remove contaminated soil and restore the site. A total of five underground storage tanks (USTs) were previously located on site but removed in 1990. A confirmed release was reported impacting soil and groundwater. This contract will remove identified contaminated soil from the site, backfill the excavation with stockpiled/backfill soil and restore the site.

Benefit:

The State will benefit by removing source of contamination and abating the environmental health hazard to protect the public health and the environment.

Funding:

100% Refined Petroleum Fund (RPF)

Commitment:

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

Risk:

Failure to approve this contract will result in leaving the contaminated materials on site and risking exacerbation of health hazard to the public due to the spread of contamination and, therefore, violating environmental regulations.

Zip Code:

48895

5. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT,
DOWAGIAC – Dave's Repair And Herb's Auto Site – Soil Vapor Extraction/Air Sparge System Installation
File No. 761/10001.RRD - Index No. 44501
Low Responsive Bidder: TriMedia Environmental & Engineering Services, LLC, Marquette; \$422,820.00

Purpose/Business Case:

The purpose of this contract is to install air sparge/soil vapor extraction system (AS/SVE) and provide 12 months of system operation and maintenance (O&M). Two underground storage tanks (USTs) were removed from the site in 1991 and one waste oil UST was removed in 2001. Confirmed releases were reported in 1992 and 2001. Data collected from the site indicated presence of petroleum constituents in the soil, and groundwater and free product has been encountered at the site.

Benefit:

The State will benefit by abating the environmental health hazard to protect the public health and the environment.

Funding:

100% Refined Petroleum Fund (RPF)

Commitment:

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

Risk:

Failure to approve this contract will result in leaving contaminated soil and groundwater on site and risk spread of contamination, therefore, violating the environmental regulations.

Zip Code:

49047

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

6. DEPARTMENT OF ENVIRONMENTAL QUALITY, ALLEGAN AND KALAMAZOO COUNTIES - Allied Paper/Portage Creek/Kalamazoo River SF Site - Natural Resource Damage Assessment
File No. 761/05010.SAR - Index No. 46623
That the contract for professional services with CDM Michigan, Inc., Lansing, Michigan, be increased \$792,000.00 on an hourly/direct payroll basis plus reimbursables, to provide additional environmental engineering study/investigation/remediation services.

Purpose/Business Case

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

Benefit

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

Funding Source

100% Environmental Protection Bond Fund

Commitment

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

Risk Assessment

Failure to approve this modification may result in hindering the ability of DNRE to oversee the progress of the investigation activities and their ability to enforce and monitor the implementation of the cleanup activities.

Zip Code

Various

REVISIONS TO CONSTRUCTION CONTRACTS

7. DEPARTMENT OF CORRECTIONS, YPSILANTI – Women’s Huron Valley Correctional Facility – Security Package
File No. 472/09177.EEW - Index No. 53299
Reliance Builders, Novi; CCO No. 2, Incr. \$124,762.60

Purpose/Business Case

The purpose of this change order is replace the existing internal security system with 38 new transponders, a card cage rack, StarNet 1000 software, fiber modems and a Crossfire adapter kit. This change order will also add 60 days to the contract.

Benefit

The State will benefit by ensuring that the facility is in compliance with the latest American Correctional Association (ACA) regulations for the housing of female prisoners. The new software and transponders will provide the required control features need to ensure the safety and security of prisoners, staff and visitors.

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 facility not meeting the ACA’s regulations for ensuring that the female prisoners are housed in a safe environment, thereby, increasing the potential of lawsuits being filed against the DOC if an incident occurs.

Zip Code

48197

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

8. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, FLINT - Addendum #2 to Lease #10694 approved by the State Administrative Board on February 15, 2000, Item #13, between Career Alliance, Inc., a Michigan Non-Profit Corporation, 711 N. Saginaw Street, Flint, MI 48503, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 10,135 square feet of space located at 711 N. Saginaw Street, Flint, MI 48503. This Addendum provides for adding 4,135 square feet for a new total of 10,135 square feet and increases the rental rates accordingly. 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 October 1, 2009 is \$10.00 (\$8,445 per month). Effective January 1, 2011, the annual per square foot rental rate for this space increases to \$11.00 (\$9,290 per month). This Addendum contains one 5-year renewal option with an annual per square foot rental rate to be determined upon exercising of the option. This Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case:

This addendum allows the Department's Michigan Rehabilitation Services unit to expand in an existing location to meet their operational needs.

Benefit:

This Addendum will add office space for counselors and two new conference rooms for orientations. The rental rate is within the current market rates for comparable space.

Source of Funds:

100% Federal Funds

Commitment Level:

Six years with one 5-year renewal option; however, this Lease contains a Standard cancellation clause with 60-days notice.

Risk Assessment:

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

Zip Code:

48503

9. DEPARTMENT OF STATE POLICE, MARQUETTE - Addendum #1 to Lease #11077 approved by the State Administrative Board on April 12, 2005, Item #3, between Peter E. and Lois O'Dovero Trust Under Agreement Dated September 17, 1991, DBA O'Dovero Development and subsequently assigned to Peter E. O'Dovero Living Trust, as amended on June 7, 2007, DBA O'Dovero Development, A Trust, 110 Airport Road, Negaunee, Michigan 49866, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for 2,500 square feet of space located at 37 Industrial Park Road, Bay 11, Marquette, Michigan 49855. This Addendum provides for extending the lease term five years through March 31, 2015, and adding two five-year renewal options. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning April 1, 2010, is \$5.00 (\$1,041 per month). This Addendum contains two five-year renewal options with an annual per square foot rental rate of \$5.16 (\$1,075 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case:

The purpose of this Addendum is to extend the lease term and add two five-year renewal options. The space is utilized by the Department of State Police (Investigative Services) and it continues to meet their operational needs for bomb truck and trailer, and crime scene vehicle and trailer heated storage.

Benefit:

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

Source of Funds:

100% General Fund

Commitment Level:

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

Zip Code:

49855

10. DEPARTMENT OF TRANSPORTATION, GRAND RAPIDS - Addendum #1 to Lease #11188 with 2660 Leonard, LLC, a Michigan Limited Liability Company, 4180 44th Street SE, Grand Rapids, MI 49512 as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Transportation, as Lessee, for 13,821 square feet of office space located at 2660 Leonard NE, Grand Rapids, MI 49505. This Addendum provides for a revision to the rental rate by reducing it \$1.32 per square foot for the first renewal option. 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 is \$21.00 (\$24,037 per month). Effective April 1, 2011, the annual per square foot rental rate increases to \$23.00 (\$26,341 per month) for the first 5-year renewal option, which will be exercised upon execution of this Addendum. This Lease contains a second 5-year renewal option with an annual per square foot rental rate of \$28.00 (\$32,307 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case:

The purpose of this addendum is to reduce the current contract rental rate of the first renewal option.

Benefit:

This Addendum reduces the rental rate increase for the first renewal option by \$1.32 per square foot resulting in a 5 year savings of \$91,219. The rental rate is within the current market rates for comparable space.

Funding Source:

100% Restricted Funds – State Trunkline Fund

Commitment Level:

Six years with one 5-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 obtaining a rental rate savings for the renewal option.

Zip Code:

49505

ADDENDUM TO LEASE FOR STATE OWNED PROPERTY

11. DEPARTMENT OF EDUCATION, FLINT - Addendum #3 to Lease #11218 approved by the State Administrative Board on December 5, 2006, Item #8, as modified, between The Communication Access Center for The Deaf and Hard of Hearing, 1505 West Court Street, Flint, Michigan 48503. Addendum #3 provides for decreasing the leased space from 19,051 square feet to 7,301 square feet at Fay Hall, 1505 West Court Street in Flint, MI and adjusts the rent due to the State accordingly. Effective December 1, 2009 through February 28, 2010 the rental rate is \$6,257 per month. Effective March 1, 2010 through December 31, 2010 the rental rate is \$1,887 per month. Effective January 1st of each year the rental rate increased 3% through the end of the lease term. This Addendum becomes effective upon the last State approval and continues to the termination date of the Lease, or any extension. This Lease contains an either party cancellation clause requiring 120 days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case:

This Addendum decreases the leased space from 19,051 square feet to 7,301 square feet and adjusts the rent due the State accordingly.

Benefit:

The Tenant provides services to the deaf community and this addendum will allow them to remain in close proximity to their clients.

Source of Funds:

N/A

Commitment Level:

Present through June 30, 2016

Risk Assessment:

Non-approval of this Addendum will hinder the State from continuing to receive income from this property.

Zip Code:

48503

LICENSE AGREEMENT

12. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET (DTMB), MASON COUNTY – for the Michigan Public Safety Communications System (MPSCS), recommends that the State Administrative Board, under authority of the Management and Budget Act, 1984 PA 431, MCL 18.1221, grant a non-proprietary, non-exclusive, revocable, co-location license (License) to Mason-Oceana 911, a MPSCS member (Licensee), for the installation, operation, and maintenance of Licensee owned mobile-data communications equipment on the MPSCS Tower Site #6602, located in Mason County, Michigan, in accordance with the terms of the MPSCS Co-Location License Agreement between the parties.

Purpose/Business Case:

Since the MPSCS does not provide mobile-data communications services to its members, DTMB desires to facilitate this service to Licensee as an additional benefit of MPSCS membership.

Benefit:

The MPSCS will benefit from Mason-Oceana 911's continued support and membership in the MPSCS in the provision of public safety communications throughout the State.

Funding Source:

N/A

Commitment Level:

N/A

Risk Assessment:

Non-approval of this License will prevent Mason-Oceana 911 from being able to provide mobile-data communications and may prevent its continued membership in the MPSCS.

Zip Code:

49411

SALE OF STATE-OWNED PROPERTY

13. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS – CITY OF LANSING, MICHIGAN ARMY NATIONAL GUARD - 1992 PA 307 authorizes The Department of Military and Veterans Affairs, with State Administrative Board approval, to convey property located on Elvin Court in the City of Lansing, pursuant to the terms of a written agreement entitled "Offer to Purchase Real Property" between the Michigan Department of Military and Veterans Affairs and Mr. Patrick K. Gillespie, a married man, for the consideration of \$200,000.00. The property to be conveyed is located in the City of Lansing, County of Ingham, and State of Michigan. The property was appraised at \$200,000.00 by Kenneth R. Arndt & Associates, Inc., of Gaylord on May 27, 2009.

RECOMMENDATION: That in consideration of \$200,000.00, the sealed bid offer, the property identified below, under the jurisdiction of the Department of

Military and Veterans Affairs, is conveyed to Mr. Patrick K. Gillespie. The property is located in the City of Lansing, County of Ingham, State of Michigan, and is further described as:

A parcel of land being part of the Northeast ¼ of Section 15, T4N, R2W, City of Lansing, Ingham County, Michigan being more particularly described as: Commencing at the Northeast corner of Section 15, T4N, R2W; thence S01°44'44"W, 1600.25 feet along the East line of said Section 15 also being the West line of Adam's Addition to the City of Lansing, Ingham County, Michigan (Liber 4, Page 25) to the Northeast corner of Longyear's Addition to the City of Lansing, Ingham County, Michigan (Liber 2, Page 17); thence N88°53'28"W, 369.49 feet along the North line of said Longyear's Addition and the North line of J.B. Rayner's Addition to the City of Lansing, Ingham County, Michigan (Liber 3, Page 20) to the point of beginning of the following described parcel; thence continuing N88°53'28"W, 390.06 feet along said North line of Brown's Insurance Agency Addition to the City of Lansing, Ingham County, Michigan (Liber 4, Page 15) and the North line of Rumsey's Michigan Avenue Addition to the City of Lansing, Ingham County, Michigan (Liber 2, Page 12) to the East line of Marshall Street; thence N01°43'41"E, 503.00 feet along said East line; thence S88°53'28"E, 388.16 feet; thence S01°30'42"W, 502.98 feet to the point of beginning.

LEASE AGREEMENT

14. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT - Requests approval for leasing access to property and designated outbuildings at the Benton Harbor Area School for implementing remediation activities that will address groundwater contamination. The lease agreement is for a period of 10 years at the rate of \$4,200.00 per year for a total of \$42,000.00. The activities and lease terms are provided in more detail in the attached Administrative Order by Consent document. (Also see attached letter from Rebecca Humphries, Director of MDNRE).

RECOVERY ACT FUNDS AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

March 30, 2010 / April 6, 2010
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 NATURAL RESOURCES AND ENVIRONMENT, CLINTON TWP – Montgomery Ward Site – Excavation and Dewatering Of Petroleum Contaminated Materials
File No. 761/10015.SAR - Index No. 44701
Low Responsive Bidder: Terra Contracting, LLC, Kalamazoo; \$1,949,992.00

Purpose/Business Case:

The purpose of this contract is to remove free product, excavate and remove contaminated soil and restore the site. The site is a former location for a gasoline station and automotive service center. A total of four underground storage tanks (USTs) were previously located on site; three gasoline and one used oil UST. Free product has historically existed on site.

Benefit:

The State will benefit by removing the source of contamination and abating the environmental health hazard to protect the public health and the environment.

Funding:

100% American Recovery and Reinvestment Act (ARRA) Fund

Commitment:

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

Risk:

Failure to approve this contract will result in leaving heavily contaminated soil and groundwater on site to spread, violating environmental regulations.

Zip Code:

48035

AWARD OF CONTRACT FOR PROFESSIONAL SERVICES

2. DEPARTMENT OF CORRECTIONS, MARQUETTE - Marquette Branch Prison –
Energy Projects
File No. 472/10060.RAA - Index No. 54720
Recommended Responsive Proposal: Gundlach Champion, Inc., Houghton;
\$2,064,802.00

Purpose/Business Case:

The purpose of this contract is to provide design and construction consulting services (D/CCS) for the various energy savings projects at the Marquette Branch Prison. These projects will reduce energy consumption and increase efficiency. All work under this contract needs to be completed no later than August 2011.

Benefit:

The State will benefit by having increased energy efficiency.

Funding:

100% American Recovery and Reinvestment Act (ARRA) Fund

Commitment:

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

Risk:

Failure to approve this contract could result in increased energy costs and the State losing the federal funding.

Zip Code:

49855

Ms. MacDowell presented the Building Committee Report for the regular meeting of March 30, 2010. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of March 30, 2010, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

APPROVED

April 6, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **March 30, 2010**. Those present being:

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

Member: Steven Liedel, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Rhonda Oyer-Zimmerman, Department of Natural Resources and
Environment; Sherry Bond, James Burris, Janet Rouse, Department of
Technology, Management and Budget

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

Following discussion, Ms. Lopez moved that the regular, supplemental,
and Recovery Act Funds agendas be recommended to the State
Administrative Board for approval with Item 2(1) and 18(3) of the
regular agenda withdrawn by the Department of Technology, Management and
Budget. The motion was supported by Mr. Liedel and unanimously adopted.

Ms. MacDowell adjourned the meeting.

2. DEPARTMENT OF CORRECTIONS

- 1) Supplemental Health Care
Livonia, MI

Withdrawn

NOT TO EXCEED
\$ 7,532,050.00 Total
FY10-13 100% General Fund
Three-year contracts to provide
temporary health care services
in Region III

- Maxim Staffing Solutions
Bingham Farms, MI

Withdrawn

NOT TO EXCEED
\$ 7,532,050.00 Total
FY10-13 100% General Fund
Three-year contracts to provide
temporary health care services
in Region III

- Manpower, Inc. of
SE Michigan
Ann Arbor, MI

Withdrawn

NOT TO EXCEED
\$ 7,532,050.00 Total
FY10-13 100% General Fund
Three-year contracts to provide
temporary health care services
in Region III

- Care One, Inc.
Ypsilanti, MI

Withdrawn

NOT TO EXCEED
\$ 7,532,050.00 Total
FY10-13 100% General Fund
Three-year contracts to provide
temporary health care services
in Region III

3. DEPARTMENT OF HUMAN SERVICES

- 1) D.A. Blodgett-St. Johns
Grand Rapids, MI

NOT TO EXCEED
\$ 120,835.00 Total
FY10-12 100% Federal Fund
Two-year, five-month contract
for Family Intervention Program
in Kent County

- 2) Great Lakes Recovery Centers,
Inc.
Marquette, MI

\$ 74,980.00 Total
FY10-12 100% Federal Fund
Two-year, five-month, 15-day
contract for Parent Aide
Services in Schoolcraft County

3. DEPARTMENT OF HUMAN SERVICES continued

- 3) Shanti Tanna, M.D.
Kalamazoo, MI
- NOT TO EXCEED
\$ 195,640.00 Total
FY10-11 100% Federal Fund
One-year, four-month, 22-day
contract for Disability
Determination Services
- 4) William Venema, M.D.
Kalamazoo, MI
- NOT TO EXCEED
\$ 122,275.00 Total
FY10-11 100% Federal Fund
One-year, four-month, 22-day
contract for Disability
Determination Services
- 5) Monohan K. Kamboj, M.D.
Portage, MI
- NOT TO EXCEED
\$ 97,820.00 Total
FY10-11 100% Federal Fund
One-year, four-month, 22-day
contract for Disability
Determination Services
- 6) Stiamahalakshmi Kondapaneni,
M.D.
Kalamazoo, MI
- NOT TO EXCEED
\$ 146,730.00 Total
FY10-11 100% Federal Fund
One-year, four-month, 22-day
contract for Disability
Determination Services
- 7) Various RFCMB10-00001
(Listing on file)
- \$ 7,942,238.00 Total
FY10-12 45% General Fund
55% Federal Fund
Two-year, five-month, 19-day
contract for Residential Foster
Care - Mother/Baby program

3. DEPARTMENT OF HUMAN SERVICES continued

- 8) Cadillac Area Oasis Family Resource
Cadillac, MI NOT TO EXCEED
\$ 182,425.00 Total
FY10-12 100% Federal Fund
Two-year contract for Sexual Assault Services - Statewide
- 9) Various ZTT10-Series
(Listing on file) NOT TO EXCEED
\$ 6,693,698.00 Total
FY10-12 100% Federal Fund
Two-year, five-month contract for child abuse & neglect prevention services (0 to 3 Secondary Prevention)

4. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) The Yaffe Group
Southfield, MI \$ 157,410.00 Total
FY10 100% Federal Fund
Media Placement Services to help prevent forest fires in high risk wildfire areas

5. MICHIGAN STRATEGIC FUND

- 1) Duffey, Petrosky & Company
Farmington Hills, MI \$ 1,425,000.00 Total
FY10-11 100% Restricted Fund
*Michigan Strategic Fund/
21st Century Jobs Fund*
One-year, eight-month contract for Media Plan/Purchase to promote Michigan business marketing

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

6. DEPARTMENT OF CORRECTIONS

- 1) Various Residential Substance Abuse Treatment Services (Listing on file) \$ 4,916,970.00 Amendment \$ 48,687,895.00 New Total **FY10** 100% General Fund Additional funding to continue residential substance abuse treatment for prisoners, parolees and probationers

- 2) Advanced Commodities, Inc. Bartlett, IL \$ 60,000.00 Amendment \$ 208,035.00 New Total **FY11** 100% Revolving Fund *Correctional Industries Revolving Fund* Additional funds for a one-year option to the contract for pork products

- 3) Various Sex Offender Counseling Services (Listing on file) \$ 231,000.00 Amendment \$ 1,491,000.00 New Total **FY10** 100% General Fund Additional funding to continue sex offender counseling services

- 4) Various Outpatient Substance Abuse Treatment Services (Listing on file) \$ 160,000.00 Amendment \$ 1,015,000.00 New Total **FY10** 100% General Fund Additional funding to continue outpatient substance abuse treatment services

- 5) Community Programs, Inc. Waterford, MI \$ 2,800,000.00 Amendment \$ 16,150,038.00 New Total **FY10** 100% General Fund Additional funding to continue residential substance abuse treatment for prisoners, parolees and probationers

6. DEPARTMENT OF CORRECTIONS continued

- 7) Nexus Family Services \$ 75,000.00 Amendment
Traverse City, MI \$ 129,900.00 New Total
FY10 100% General Fund
Additional funding to continue
sex offender counseling
- 8) Western Michigan University \$ 100,000.00 Amendment
Kalamazoo, MI \$ 925,000.00 New Total
FY10 100% General Fund
Additional funding to continue
outpatient substance abuse
treatment
- 9) Integrated Strategies, Inc. \$ 1,869,900.00 Amendment
Okemos, MI \$ 3,346,700.00 New Total
FY10 100% Revolving Fund
Correctional Industries Revolving Fund
Additional funding to continue
Supply Chain Consultant
services
- 10) Various Providers \$ 175,935.00 Amendment
(Listing on file) \$ 10,058,092.00 New Total
FY10 100% General Fund
Additional funding for the
implementation of local
Comprehensive Corrections plans
to reduce admissions to prison
of nonviolent offenders,
improve utilization of jail,
and other community-based
sanctions

7. DEPARTMENT OF HUMAN SERVICES

- 1) William C. Schirado \$ 125,235.00 Amendment
Kalamazoo, MI \$ 455,235.00 New Total
FY10-11 100% Federal Fund
Additional funds for disability
determination services due to
unanticipated increase in
number of disabled clients
needing services

7. DEPARTMENT OF HUMAN SERVICES continued

2)	Matthew Rushlau Kalamazoo, MI	\$ 27,555.00 Amendment \$ 242,055.00 New Total
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FY10-11 100% Federal Fund
Additional funds for disability
determination due to
unanticipated increase in
number of disabled clients
needing services

8. DEPARTMENT OF TREASURY/BUREAU OF LOTTERY

1)	GTECH Corporation Providence, RI	\$ 3,858,000.00 Amendment \$306,576,614.00 New Total
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FY10-15 100% Restricted Fund
Lottery Fund
MSL 07-001 For additional
Retailer On-line Gaming Signage
to Promote Mega Millions and
Powerball on-line games

SECTION III - AGENCY SUBMITTED - NEW GRANTS

9. DEPARTMENT OF AGRICULTURE

1)	Various Soil Conservation Districts (Listing on File)	\$ 453,630.50 Total FY10-11 100% Federal Fund In-state services for Emerald Ash Borer Slow Ash Mortality project
2)	Michigan Tech University Houghton, MI	\$ 35,000.00 Total FY10-11 100% Federal Fund In-state services for Emerald Ash Borer Slow Ash Mortality project in Houghton County

10. DEPARTMENT OF COMMUNITY HEALTH

1) Greater Detroit Area Health Council
Detroit, MI \$ 25,000.00 Total
FY10 100% Restricted Fund
Health Professional Licensee Fees
Five-month grant agreement to provide funding for conducting a supply and demand model for planning and forecasting Registered Nurse workforce needs in Southeast Michigan

11. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1) Statewide Community Colleges And Universities
(Listing on file) \$ 15,802,822.00 Total
FY10-11 100% Federal Fund
The Grantees will receive annual federal formula allocated grant awards under the Carl D. Perkins Career and Technical Education Act of 2006, Titles I & II for Postsecondary Education

2) Mr. David Buskirk, Chair,
For Kalamazoo/St. Joseph Michigan Works
Kalamazoo, MI \$ 42,600.00 Total
FY10-11 100% Federal Fund
The Grantee will be provided federal funding to provide industrial skilled labor training for casting and extrusion of aluminum rod and bar products for Kaiser Aluminum located in Kalamazoo

12. DEPARTMENT OF HUMAN SERVICES

1) The Muskegon Community Health Project
Muskegon, MI \$ 50,000.00 Total
FY10 100% Federal Fund
Seven-month grant for food assistance program

13. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1) Various Grantees \$ 303,100.00 Total
(Listing on file) **FY10** 100% Restricted Fund
Scrap Tire Regulatory Fund
Grants to fund research,
development, testing, and
equipment purchase to utilize
scrap tires in the development
and manufacture of road
pavement sealer and stair steps
to replace concrete steps in
buildings

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

14. DEPARTMENT OF AGRICULTURE

1) Shiawassee Conservation \$ 20,000.00 Amendment
District \$ 29,577.63 New Total
Owosso, MI **FY10** 100% Restricted Fund
Clean Michigan Initiative Bond
Revenue
Additional funding to support
additional staff for the
Conservation Reserve
Enhancement Program

15. DEPARTMENT OF COMMUNITY HEALTH

1) Association for Children's \$ 31,320.00 Amendment
Mental Health \$ 293,946.00 New Total
Lansing, MI **FY10** 100% Federal Fund
Additional funds for one year
grant agreement to provide
funds for advocacy services to
parents of children with
serious emotional disturbance

15. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|---|---|
| 2) | Michigan Association of
Community Mental Health
Boards
Lansing, MI | \$ 414,635.00 Amendment
\$ 2,813,471.00 New Total
FY10 12.2% General Fund
84% Federal Fund
3.8% Fees
Additional funds for one year
grant agreement to provide for
the administration of statewide
mental health training and
initiatives |
| 3) | Planned Parenthood of West
and Northern Michigan
Grand Rapids, MI | \$ (175,579.00) Amendment
\$ 1,840,673.00 New Total
FY10 49% Federal Fund
2% General Fund
49% Local Funds
Additional funds for one year
grant agreement to provide for
various family planning
services and reduce the
maternal/infant deaths for low
income persons |
| 4) | Point of Change
Detroit, MI | \$ 53,751.00 Amendment
\$ 125,418.00 New Total
FY10 100% Federal Fund
Additional funds for seven
month grant agreement to
provide for various HIV
prevention services |
| 5) | Saint Mary's Health Care
Grand Rapids, MI | \$ 35,715.00 Amendment
\$ 273,010.00 New Total
FY10 100% Federal Fund
Additional funds for one year
grant agreement to provide
continuum of care services to
persons living with HIV/AIDS |

15. DEPARTMENT OF COMMUNITY HEALTH continued

- 6) DYNs Services, Inc. \$ 59,107.00 Amendment
Holt, MI \$ 141,854.00 New Total
FY10 100% Federal Fund
Additional funds and 5-month
date extension to a seven-month
grant agreement to deploy the
homeless management information
system to all Michigan
Department of Community Health
Housing grant providers
- 7) Detroit Area Agency on Aging \$ 42,600.00 Amendment
Detroit, MI \$ 1,471,380.00 New Total
FY08-10 100% Restricted Fund
Civil Monetary Penalties Fund
Additional funds and 3-month
date extension to an 18-month
grant agreement to provide
funding for the enhancement of
nursing facility care in the
Detroit area
- 8) Various Vendors \$ 17,257,377.00 Amendment
(Listing on file) \$173,052,982.00 New Total
FY10 60.27% Federal Fund
39.73% General Fund
Additional funds for one-year
grant agreement to provide
funding for MI Choice Home and
Community Based Services for
the elderly and disabled waiver
program services as an option
to institutionalization in
nursing facilities

15. DEPARTMENT OF COMMUNITY HEALTH continued

9) Various Vendors \$ 2,666,930.00 Amendment
(Listing on file) \$148,729,402.00 New Total
FY10 67% Federal Fund
0.7% Recovery Act Funds
(No Recovery Act Funds Added)
29.8% State GF
2% State Restricted
Healthy MI Fund
0.4% State Restricted
MI Health Initiative
0.1% Other
Additional funds to facilitate
the delivery of public health
services to the citizens of
Michigan, in accordance with
the Michigan Public Health Code

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

16. DEPARTMENT OF AGRICULTURE

1) Mettler Toledo \$ 32,334.00 (One-Time)
Columbus, OH **FY10** 100% Restricted Funds
Weights and Measures Regulation Funds
071I0200041 Mass Comparator-
Laboratory Division

17. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1) IDEXX Distribution, Inc,. \$ 229,800.00 (3 years)
Westbrook, ME **FY10-13** 100% Restricted Funds
Drinking Water Lab Fees
071B0200137 Media for
Bacteriological Analysis of
Drinking Water

18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Hedrick Associates \$ 5,000,000.00 (5 years)
Grand Rapids, MI **FY10-15** 100% Revolving Fund
IT Revolving Fund
See bid tab for list of funds
071I0200025 HVAC Maintenance
for Data Center Operations

18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- 2) Ken Borsare
North Reading, MA NOT TO EXCEED
\$ 452,000.00 (2 years)
FY10-12 65% Federal Fund
35% General Fund
071I0200036 Development and
Maintenance of the Qualified
Voter and Help America Vote Act
applications
- 3) Re-Source Partners Asset
Management Company \$ 0.00 (3 years)
Clintondale Township, MI Revenue Generating
071I0200010 IT Surplus
Recovery Services

Withdrawn

Various RE:START Vendors

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

- 4) Arrow Strategies NOT TO EXCEED
(Kirby Wintermeyer) \$ 218,240.00 (1 year)
Bingham Farms, MI **FY10** 100% Revolving Fund
See bid tab for list of funds
071I0200039 For a Technology
Consultant to work with the
DTMB Citrix Center of
Excellence

19. DEPARTMENT OF TRANSPORTATION

- 1) Cannon Instrument Company \$ 26,779.66 (One-Time)
State College, PA **FY10** 100% Restricted Fund
State Trunk Line Funds
071I02000056 Bending Beam
Rheometer
- 2) Engelhardt & Associates \$ 125,081.00 (3 years)
Monona, WI **FY10-13** 100% Restricted Fund
State Trunkline Fund
071I0200028 Radiation Safety
Training

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

20. DEPARTMENT OF COMMUNITY HEALTH

1) Underground Security Company \$ 41,000.00 Amendment
Grand Rapids, MI \$ 143,632,25 New Total
FY10-11 100% Restricted Fund
Vital Records Fees
071B7200270 Additional funding
for a one-year option to the
contract for Vital Records
Storage

21. DEPARTMENT OF CORRECTIONS

1) Knight Consulting Services \$ 0.00 Amendment
Inc. \$ 320,000.00 New Total
Detroit, MI 071B5200256 Additional funding
for a six-month extension of
the contract for Polygraph
Testing Services

2) Nancy Jo Hanson \$ 280,000.00 Amendment
Rochester, MI \$ 1,261,000.00 New Total
FY10 100% General Funds
071B5200239 Additional funding
for a six-month extension of
the contract for Polygraph
Testing Service

3) Pond Consulting Services, \$ 0.00 Amendment
Inc. \$ 270,000.00 New Total
Portage, MI **FY10** 100% General Funds
071B5200240 Additional funding
for a six-month extension of
the contract for Polygraph
Testing Service

4) Stericycle, Inc. \$ 285,000.00 Amendment
Bannockburn, IL \$ 481,434.00 New Total
FY10-12 100% General Funds
071B0200084 Additional funding
for Medical Waste Pick
Up/Disposal

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- 3) Sid Tool Co., Inc. \$ 1,000,000.00 Amendment
Melville, NY \$ 1,025,000.00 New Total
FY10-11 100% General Fund
071B7200322 Additional funding
for a one-year option to the
contract for Hardware and MRO
items-Statewide
- 4) StaCS DNA, Inc. \$ 185,466.46 Amendment
Ottawa, Ontario, Canada \$ 754,888.28 New Total
FY10 100% Federal Fund
071I6200357 Additional funds
for modifications to the
Convicted Offender Sample
Tracking System for the
Department of State Police

Various RE:START Vendors

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

- 5) Amberian NOT TO EXCEED
(Suresh Perugupalli) \$ 151,776.00 Amendment
Granger, IN \$ 499,800.00 New Total
FY10 100% Federal Funds
071B8200087 Additional funding
for a one-year option to the
contract for continuation of
services of a Senior Programmer
Analyst to assist the
Department of Education with
providing technical support for
MDE's Office of Field Services
Migrant Education Database
System to incorporate required
data for the Federal migrant
system in accordance with
Federal mandates

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

25. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) Charles Culp #197852 \$ 36.14

The claimant (10-SAB/DOC-055) requests \$36.14 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends approval of this claim.

- 2) Arnold Donley #307448 \$142.50

The claimant (10-SAB/DOC-057) requests \$142.50 reimbursement for his TV damaged during transit from one facility to another. The Committee recommends approval of \$114.00 for this claim.

- 3) David Inman #287163 \$820.65

The claimant (07-SAB/DOC-398) requests \$820.65 reimbursement for legal property destroyed by staff. The Committee recommends denial of this claim.

- 4) Frank Johnson #199110 \$ 32.03

The claimant (10-SAB/DOC-023) requests \$32.03 reimbursement for his store goods ordered and never received. The Committee recommends approval of this claim.

- 5) Ryan Latcham #610130 \$279.96

The claimant (10-SAB/DOC-121) requests \$279.96 reimbursement for his eyeglasses lost while under control of the Department. The Committee recommends approval of this claim.

- 6) Gamal O. Ragland #229957 \$ 33.10

The claimant (10-SAB/DOC-122) requests \$33.10 reimbursement for 8 pairs of socks, 3 boxers, and 1 package of athletic t-shirts lost while under control of the Department. The Committee recommends approval of \$28.87 for this claim.

25. DEPARTMENT OF CORRECTIONS continued

- 7) Zane Savage #298475 \$ 44.89

The claimant (10-SAB/DOC-124) requests \$44.89 reimbursement for his MP3 player damaged during transit from one facility to another. The Committee recommends approval of \$44.82 for this claim.

- 8) Yosheyah Thomas #406763 \$ 92.22

The claimant (10-SAB/DOC-125) requests \$92.22 reimbursement for his footlocker damaged during transit from one facility to another. The Committee recommends approval of \$87.00 for this claim.

26. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Priscilla Martin-Ellis \$585.55

The claimant (10-SAB-018) requests \$585.55 reimbursement for damage to her vehicle when ice fell from the Cass Building roof. The Committee recommends approval of this claim.

- 2) Priscilla Martin-Ellis \$176.00

The claimant (10-SAB-037) requests \$176.00 reimbursement for damage to her vehicle when ice fell from the Cass Building roof. The Committee recommends approval of this claim.

- 3) John Sanford \$913.46

The claimant (10-SAB-015) requests \$913.46 reimbursement for damage to his vehicle when ice fell from the Cass Building roof. The Committee recommends approval of this claim.

27. DEPARTMENT OF STATE

- 1) Robert P. Cranson \$100.00

The claimant (09-SAB-167) requests \$100.00 reimbursement for cost incurred due to a Secretary of State error. The Committee recommends approval of this claim.

27. DEPARTMENT OF STATE

- 2) Janis Elaine Yount \$115.00

The claimant (10-SAB-006) requests \$115.00 reimbursement for impound and towing fees due to a Secretary of State error. The Committee recommends denial of this claim.

28. DEPARTMENT OF TRANSPORTATION

- 1) Brittney DeWall \$525.66

The claimant (10-SAB-033) requests \$525.66 reimbursement for damage to her vehicle when driving on loose stones on M-73. The Committee recommends approval of this claim.

- 2) Carol Jensen \$220.00

The claimant (10-SAB-034) requests \$220.00 reimbursement for damage to her vehicle when driving on loose stone on M-69. The Committee recommends approval of this claim.

- 3) Leland Jones \$175.00

The claimant (10-SAB-028) requests \$175.00 reimbursement for damage to his windshield when a snow plow dumped ice and snow off the overpass. The Committee recommends approval of this claim.

- 4) Piowski Brothers Logging \$155.09

The claimant (10-SAB-026) requests \$155.09 reimbursement for damage to his vehicle when loose stones chipped his windshield. The Committee recommends approval of this claim.

- 5) Scott Stapleton \$490.17

The claimant (10-SAB-032) requests \$490.17 reimbursement for damage to his vehicle when driving on loose stones on M-73. The Committee recommends approval of this claim.

- 6) Brian Stevenson \$245.89

The claimant (10-SAB-027) requests \$245.89 reimbursement for damage to his snowmobile when an MDOT snowplow backed into it. The Committee recommends approval of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

29. DEPARTMENT OF ATTORNEY GENERAL

Requests approval to write-off 2,690 uncollectible taxes and penalties on quarters from Employer Accounts, representing a total indebtedness of \$2,419,518.87. Collection of these debts is no longer possible due to being barred by statute.

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.

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

03/25/10 1:04 Final

FINANCE AND CLAIMS COMMITTEE

March 30, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

April 6, 2010, 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

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

1s. **DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET**

- | | |
|---|--|
| 1) Key Government Finance
Superior, CO | \$ 3,249,635.23 (3 years)
FY10-13 100% Revolving Funds
<i>Various DIT Revolving Funds</i>
Finance For Lease/Purchase:
Unisys Libra 690 Production
Mainframe and Virtual Tape
Technology |
|---|--|

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.

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

3/29/2010 3:45 Final

FINANCE AND CLAIMS COMMITTEE

March 30, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

April 6, 2010, 11:00 a.m.
Lake Superior Room
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SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

1a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1)	Michigan State University East Lansing, MI	\$ 39,194.00 Amendment \$ 123,000.00 New Total FY10 100% Recovery Act Fund To allow the Grantee to install an additional three anemometers at three additional locations for a total of 8 separate tower locations geographically distributed across the state of Michigan to measure wind energy between 60 and 100 meters
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2a. DEPARTMENT OF HUMAN SERVICES

1)	Various DOE-S-09 Series (Listing on file)	\$255,000,000.00 Total FY09-12 100% Recovery Act Fund Weatherization of low-income family homes - Previously approved and re-submitted to change the end date of grant term due to time frame being lengthened - No additional funds for approval
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3a. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1)	Various Entities in Michigan	\$	247,668.00	Amendment
	(Listing on file)	\$	1,081,647.00	New Total

FY10 100% Recovery Act Funds
Additional funds for
installation of emissions
reduction certified engine
configurations on a variety of
diesel engine vehicles and
equipment

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.

APPROVED

April 6, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the **Finance and Claims** Committee was held at **11:00 a.m.** on **April 6, 2010**. Those present being:

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

Member: Corina Pena Andorfer, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Patrick F. Isom, Department of Attorney General; Mike Green, Jay Ketcik, Department of Corrections; Carol Wolenberg, Department of Education; Rhonda Oyer-Zimmerman, Department of Natural Resources and Environment; Sherry Bond, Pat Mullen, Janet Rouse, Department of Technology, Management and Budget; Brian DeBano, Department of State; Claire Carter, Alice Green, Leon Hank, Jean Ingersoll, Department of Transportation; Leslee Fritz, Lt. Governor's Office

The Finance and Claims Committee special Recovery Act Funds agenda was presented.

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

Ms. MacDowell adjourned the meeting.

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

4/5/2010 3:30 version

FINANCE AND CLAIMS COMMITTEE

April 6, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

April 6, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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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) Delta Conservation District Gladstone, MI	\$ 135,860.00 Total FY10-11 100% Recovery Act Fund Nine-month grant for in-state services for Emerald Ash Borer Slow Ash Mortality project
--	---

2a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1) Statewide Workforce Development Boards (listing on file)	\$ 5,819,999.00 Total FY10-12 100% Recovery Act Fund The Grantees will receive federal ARRA WIA funds to support implementation of the State's energy sector strategy and selected Regional Project Teams focused on high growth renewable energy and energy efficiency industries in Michigan
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SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

3a. DEPARTMENT OF AGRICULTURE

1)	Chippewa - East Mackinac Conservation District Sault Ste. Marie, MI	\$ 33,360.00 Amendment \$ 163,360.00 New Total
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FY10-11 100% Recovery Act Fund
Additional funding for in-state
services for Emerald Ash Borer
Slow Ash Mortality project

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

4a. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1)	The Conference Board New York, NY	\$ 65,823.00 (1 year) FY10 100% Recovery Act Fund 071I0200051 Data Access Services
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SECTION VI - DTMB 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.

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of March 30, 2010. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of March 30, 2010, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

Ms. MacDowell presented the Finance and Claims Committee Report for the special meeting of April 6, 2010. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the special meeting of April 6, 2010, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

APPROVED

April 6, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on March 31, 2010. Those present
being:

Chairperson: Duane Berger, representing Approved _____
Secretary of State Land

Member: Gary Owen, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Technology, Management
and Budget; Claire Carter, Connie Hanrahan, Jean Ingersoll, Pat
Scarlett, Betsy Steudle, Karen Watson, Department of
Transportation

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

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

The Department of Transportation regular and supplemental agendas
were presented.

Correspondence was received from Kirk T. Steudle, the Director of
the Department of Transportation, regarding an emergency contract
for \$31,128.76 with Aerodynamics, Inc. for inspection, parts, and
repair of the Beechcraft King Air B200 airplane.

A Retroactive letter was received from Kirk T. Steudle, the Director
of the Department of Transportation, regarding Item 77 of the regular
Transportation agenda.

Following discussion, Mr. Shell moved that the Transportation regular
and supplemental agendas be recommended to the State Administrative

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Board for approval with Items 37, 39, and 74 of the regular agenda and Item 1 of the supplemental agenda contingent upon approval by the Office of Commission Audit and Items 71, 72, and 73 or the regular agenda contingent upon the agenda writeups being corrected. Supported by Mr. Owen, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 31, 2010 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 6, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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” (Excess Property Easement)
Tract 1254, Control Section 14121, Parcel 77, Part A, Parcel 79, Part A

The subject tract is located in the Township of Milton, Cass County, Michigan, and contains approximately 41,341 square feet. The tract was not appraised because it is a mutual benefit transaction. MDOT will provide the Indiana Michigan Power Company with a utility easement, and the power company will provide electrical service to the new salt storage facility at the MDOT Niles Maintenance Garage. The transaction was approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on February 11, 2010. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to provide electrical service to the new salt storage facility at the MDOT Niles Maintenance Garage.

Purpose/Business Case: The purpose of granting easements on excess property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of its infrastructure.

Benefit: MDOT benefits by allowing the use of a portion of its excess property in exchange for the provision of electrical service to the new salt storage facility.

Funding Source: N/A.

Commitment Level: For mutual benefit, MDOT will provide the Indiana Michigan Power Company with a utility easement in return for the Indiana Michigan Power Company providing electrical service to an MDOT facility.

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

Cost Reduction: This is a mutual benefit exchange.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49120.

2. HIGHWAYS (Real Estate) – Resolution “B” (Release of Limited Access Right-of-Way to a Governmental Agency for Transportation Use)
Tract 1142, Control Section 63043, Parcel C-630, Part A

The subject tract is located in the City of Rochester Hills, Oakland County, Michigan, and contains approximately 228 lineal feet of limited access right-of-way. The City of Rochester Hills has requested that MDOT release certain limited access right-of-way for the purpose of extending Technology Drive to relocated Adams Road at M-59. This is a transaction for a transportation purpose; therefore an appraisal is not necessary. The transaction is subject to a permanent reversionary clause whereby the right-of-way will revert to limited access right-of-way if at any time the property is not used for a transportation purpose. The transaction was approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on March 3, 2010. The tract was not offered to all local municipalities because MDOT is releasing the limited access right-of-way to the City of Rochester Hills for a transportation purpose. It has been determined by the Bureau of Highways – Development that this tract of limited access right-of-way can be released. The release of limited access right-of-way has been approved by MDOT and the Federal Highway Administration.

Criticality: This release of limited access will provide improved access in the area of an ongoing industrial development project, which in turn will provide jobs and an increased tax base.

Purpose/Business Case: The purpose of this release of limited access right-of-way is to allow the City of Rochester Hills to extend Technology Drive to connect with relocated Adams Road at M-59.

Benefit: MDOT benefits from the improvement of the surface transportation system in Oakland County.

Funding Source: N/A.

Commitment Level: MDOT is committed to the completion of this transaction for the benefit of the motoring public. This is a transaction with a local municipality for a transportation purpose; therefore an appraisal is not necessary.

Risk Assessment: If the limited access right-of-way is not released, then it will not be possible to connect Technology Drive with relocated Adams Road at M-59.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48309.

3. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2008-0491/A1) between MDOT and Lakes of the North Association will add the installation of centerline monuments and approach surface markers and reimbursement for a state licensing (general utility) study to the project and will increase the contract amount by \$11,388. The original contract provides for approach and primary surface clearing at the Lakes of the North Airport in Gaylord, Michigan. The contract term remains unchanged, September 5, 2008, through September 4, 2028. The revised contract amount will be \$71,388. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$54,000	\$10,249	\$64,249
Lakes of the North Association Funds	\$ 6,000	\$ 1,139	\$ 7,139
Total	<u>\$60,000</u>	<u>\$11,388</u>	<u>\$71,388</u>

Criticality: The additional funding will cover the costs of the installation of centerline monuments and approach surface markers and provide reimbursement for a state licensing (general utility) study. This amendment is necessary to complete the project.

Purpose/Business Case: To increase the contract amount by \$11,388 to cover the costs for the installation of centerline monuments and approach surface markers and for the reimbursement of a state licensing (general utility) study.

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

Funding Source: 90% State Restricted Aeronautics Funds and 10% Lakes of the North Association Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, the Lakes of the North Association would be responsible for the additional costs. The association cannot afford the additional costs without state participation.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49659.

4. AERONAUTICS AND FREIGHT (Aeronautics) – Rehabilitation of Parallel Taxiway
 Contract (2010-0160) between MDOT and the Shiawassee Airport Board will provide federal and state grant funds for the rehabilitation of the center portion of the parallel taxiway at the Owosso Community Airport in Owosso, 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 \$320,000. Source of Funds: FAA Funds (via block grant) - \$304,000; State Restricted Aeronautics Funds - \$8,000; Shiawassee Airport Board Funds - \$8,000.

Criticality: The existing taxiway pavement is in critical need of rehabilitation due to foreign object damage. This rehabilitation work will reduce the potential for loose material to be ingested into jet engines, which could result in damage requiring costly repairs or in injuries to ground personnel.

Purpose/Business Case: To provide for the rehabilitation of the center portion of the parallel taxiway.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Shiawassee Airport Board Funds.

Commitment Level: The contract is for a fixed cost.

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48867.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Runway Rehabilitation

Contract (2010-0169) between MDOT and the City of Three Rivers will provide federal and state grant funds for the design of the rehabilitation of runways 5/23 and 9/27 at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, 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 \$33,000. Source of Funds: FAA Funds (via block grant) - \$31,350; State Bond Funds - \$825; City of Three Rivers Funds - \$825.

Criticality: This project will increase safety margins for aeronautical activities at the airport.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of runways 5/23 and 9/27 (runway repairs).

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Three Rivers Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49093.

6. AERONAUTICS AND FREIGHT (Aeronautics) – Purchase of Equipment and Design of Airport Improvements

Contract (2010-0175) between MDOT and the County of Oakland will provide federal and state grant funds for the purchase of snow removal equipment (SRE) and the development of engineering plans for the rehabilitation of storm drains and taxilanes at the Oakland-Troy Airport in Troy, 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 \$87,000. Source of Funds: FAA Funds (via block grant) - \$82,650; State Bond Funds - \$2,175; County of Oakland Funds - \$2,175.

Criticality: The SRE is essential to maintaining safe winter access at the airport. The rehabilitation of the storm drains and taxilanes will increase safety margins for aeronautical operations by creating a safer and more efficient system.

Purpose/Business Case: To provide for the purchase of SRE and the development of engineering plans for the rehabilitation of storm drains and taxilanes.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% County of Oakland Funds.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

7. *EXECUTIVE (Office of Economic Development) - Increase Loan Amount

Amendatory Contract (2008-0487/A1) between MDOT and the City of Flint will increase the loan amount by \$241,000 to cover higher than anticipated costs associated with the removal of non-hazardous contaminated soil found during the reconstruction project and the restoration of the site to meet state and federal soil standards. The original contract is a state infrastructure bank (SIB) loan to assist the City of Flint in financing transportation infrastructure improvements associated with reconstruction of 3rd Avenue. The project is part of an effort to protect public health, encourage new development, and revitalize the historic areas along the corridor. The contract term remains unchanged, September 9, 2008, through December 31, 2028. The revised loan amount will be \$2,241,000. Source of Funds: SIB Loan Funds - \$2,241,000.

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

Purpose/Business Case: To provide additional loan funding to the City of Flint to assist the city in financing transportation infrastructure improvements associated with the reconstruction of 3rd Avenue.

Benefit: The amendment will provide sufficient funding for the City of Flint to cover cost overruns due to the removal of non-hazardous contaminated soil found during the reconstruction project and to restore the site to meet state and federal soil standards.

Funding Source: SIB Loan Funds - \$2,241,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: The original project had unanticipated cost overruns, and the city does not have the resources to cover the increase in costs. If the amendment is not approved, it may take years for the city to repay what has become a financial hardship.

Cost Reduction: Loan only covers costs not available from other sources.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48502.

8. *EXECUTIVE (Office of Research and Best Practices) - Professional Transportation Consultant Services

Contract (2010-0120) between MDOT and CTC & Associates, LLC (CTC), will provide for the performance of as-needed consulting, marketing, writing, and project management services for MDOT's Office of Research and Best Practices (ORBP). CTC will develop various types of print media, conduct a peer exchange, create and perform surveys, develop a strategic plan and an annual report, and assist in the development of the 2010 research summit. The contract will be in effect from the date of award through January 31, 2012. The contract amount will be \$184,700. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: CTC will assist ORBP with the conduct of the federally-required peer exchange, the development of a strategic plan, and other critical activities.

Purpose/Business Case: CTC will assist ORBP with the federally-required peer exchange, including coordination of travel, lodging and location logistics. It will also assist with the planning and execution of the Research Summit in May 2010. CTC will assist with overall communications and the development of ORBP's strategic plan and will provide expertise in the areas of technical and non-technical writing, editing for publication, and web design.

* Denotes a non-standard contract/amendment

Benefit: CTC is a leader in research in the transportation industry. It assists other state DOT research offices with peer reviews, which improves communications and marketing strategies, and institutes cost saving measures for reporting required by the federal government while improving working relationships and attitudes toward DOT research programs. CTC has assisted ORBP in these areas since 2007.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Failure to approve this contract could result in ORBP's inability to meet the federal requirement to conduct the peer review. Additionally, ORBP does not have the staff hours to accomplish the office goals prior to the peer review.

Cost Reduction: Costs are based on a fixed hourly rate plus actual expenses and will not exceed the maximum contract amount.

Selection: Best Value.

New Project Identification: This is not a new project.

Zip Code: 48933.

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

Contract (2010-0165) between MDOT and the Barry County Road Commission is a state infrastructure bank (SIB) loan to assist the county in financing transportation improvements associated with the reconstruction of approximately two miles of Finkbeiner/Crane Road from 1,000 feet east of Cherry Valley Road to Whitneyville Road, including a 255-foot bridge over the Thornapple River and a 145-foot bridge over Spring Creek. The loan will allow the Barry County Road Commission to make the improvements necessary to provide an east/west all-season route across Barry County that will provide a direct route to US-131 in Allegan County. MDOT will loan \$1,925,000 at 3 percent interest to the Barry County Road Commission. The contract will be in effect from the date of award through December 31, 2012. Source of Funds: SIB Loan Funds -\$1,925,000.

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

Purpose/Business Case: This contract will provide a SIB loan to the Barry County Road Commission to reconstruct approximately 2.08 miles of Finkbeiner/Crane Road from 1,000 feet east of Cherry Valley Road to Whitneyville Road, including a 255-foot bridge over the Thornapple River and a 145-foot bridge over Spring Creek.

Benefit: This project will provide an east/west all-season route across Barry County and a direct route to US-131 in Allegan County. The project will also provide a second bridge across the Thornapple River near the Village of Middleville, decreasing truck traffic through school zones and pedestrian areas and thereby improving safety in the community.

Funding Source: SIB loan Funds - \$1,925,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If this loan is not approved, the project will not be completed.

Cost Reduction: Loan only covers costs not available from other sources.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49022.

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

Contract (2010-0177) between MDOT and the City of Fennville is a state infrastructure bank (SIB) loan to assist the city in financing transportation improvements associated with work along North Maple Street from Main Street to Landsburg Road. The loan will allow the City of Fennville to make enhancements to improve accessibility to the middle school and the new community center. MDOT will loan \$450,000 at 3 percent interest to the City of Fennville. The contract will be in effect from the date of award through December 31, 2015. Source of Funds: SIB Loan Funds -\$450,000.

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

Purpose/Business Case: This contract will provide a SIB loan to the City of Fennville to cover costs associated with the North Maple Street reconstruction project.

Benefit: This project will provide a safer roadway and improved pedestrian access to the school and community center.

Funding Source: SIB loan Funds - \$450,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If this loan is not approved, the project may not be completed, which could cause undue hardship to the City. In addition, Community Development Block Grant funding from the Michigan Economic Development Corporation will also be lost if the loan is not approved.

Cost Reduction: Loan only covers costs not available from other sources.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49408.

11. HIGHWAYS - IDS Time Extension

Amendatory Contract (2007-0587/A1) between MDOT and HNTB Michigan, 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 construction engineering services under authorization (Z15). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be June 19, 2007, through June 18, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: This contract will expire on June 18, 2010. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z15), and the construction engineering services under authorization (Z15) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. No new authorizations will be issued under this IDS contract.

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

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

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

Risk Assessment: If this extension 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 construction engineering services under authorization (Z15).

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: 48075.

12. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z15/R2) under Contract (2007-0587) between MDOT and HNTB Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because of complications with structural steel fabrication and design and contractor issues. The original authorization provides for full construction engineering services to be performed for the upgrade of the Michigan Intelligent Transportation System, including the installation of pole-mounted cameras, dynamic message signs, and related hardware, along I-96 from M-5 to I-94 in the cities of Novi, Farmington Hills, Northville, Livonia, Detroit, Oakland, and Wayne Counties (CSs 63191, 82122, 82123, and 82125 – JN 86516A). The revised authorization term will be January 30, 2008, through June 18, 2011. The authorization amount remains unchanged at \$492,121.57. The contract term will be June 19, 2007, through June 18, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The Advanced Traveler Information Systems (ATIS) network is designed to improve roadway mobility and safety by reducing freeway congestion. This project will expand the current ATIS infrastructure to further reduce congestion and improve air quality. Without the administration and oversight services, the project could be compromised.

Purpose/Business Case: To provide for the continuation of ongoing construction engineering services, including project administration; inspection; staking; quality assurance testing and reporting; measurement, computation, and documentation of quantities; reporting and record-keeping; and finalizing all project documentation.

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

New Project Identification: This is not a new project.

Zip Code: 48150.

13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2007-0588/A1) between MDOT and Bergmann Associates, 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 as-needed design services during construction under authorizations (Z12) and (Z13). The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be June 19, 2007, through June 18, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: This contract will expire on June 18, 2010. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorizations (Z12) and (Z13), and the as-needed design services during construction under authorizations (Z12) and (Z13) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. No new authorizations will be issued under this IDS contract.

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

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

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

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including as-needed design services during construction under authorizations (Z12) and (Z13).

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: 48075.

14. HIGHWAYS - IDS Time Extension

Amendatory Contract (2008-0064/A1) between MDOT and B.B.F. Engineering Services, P.C., will extend the term of the indefinite delivery of service (IDS) contract by two months to provide sufficient time for the consultant to complete ongoing projects, including as-needed inspection and testing services under authorization (Z3). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. The revised contract term will be December 18, 2007, through February 17, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z3), and the as-needed inspection and testing services under authorization (Z3) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by approximately two months to allow authorizations issued under it to be extended when needed.

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 as-needed inspection and testing services under authorization (Z3).

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.

New Project Identification: This is not a new project.

Zip Code: 48909.

15. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2008-0064) between MDOT and B.B.F. Engineering Services, P.C., will extend the authorization term by two months to allow consultant services to be utilized for a full one-year period, as approved in the consultant selection process.

The original authorization provides for as-needed inspection and testing services to be performed for construction projects in the Metro Region, primarily Wayne County. The revised authorization term will be February 4, 2010, through February 17, 2011. The authorization amount remains unchanged at \$962,219.64. The contract term is December 18, 2007, through February 17, 2011. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

Criticality: The additional time will allow the consultant to be utilized for as needed construction inspection and testing services for a full one-year period, as approved in the consultant selection process.

Purpose/Business Case: To extend the authorization term by two months to allow consultant services to be utilized for one year, as approved in the consultant selection process.

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

Funding Source: 100% Federal Highway Administration Funds/(ARRA).

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

Risk Assessment: If this revision is not approved and the additional time is not provided, the consultant may not be able to provide adequate construction engineering oversight, including inspection and testing for the originally intended period. 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: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48216.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2008-0086) between MDOT and Professional Service Industries, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region hot mix asphalt (HMA) program and the Traveling Mix Inspector (TMI) at various locations throughout the Bay Region. The work items will include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 21, 2011. The authorization amount will be \$377,218.80. The contract term is January 22, 2008, through January 21, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The HMA needs to be tested before it can be placed so that MDOT can be assured that it meets specifications to ensure that FHWA funding is not jeopardized. The TMI monitors the HMA program to make sure that everything is running smoothly and tweaks the production of material to get the best product out on the road.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Bay Region HMA program and the TMI at various locations throughout the Bay Region.

Benefit: Will provide required inspection and testing services to ensure a long lasting and high quality product that meets specifications and improves the quality of life for MDOT customers.

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 the services were not provided, the HMA work would not have needed oversight, and federal funding 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: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

17. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z6/R1) under Contract (2008-0257) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the authorization amount by \$60,897.14. The project has been changed from bridge approach pavement replacement to total bridge replacement. The additional services will include revising the preliminary bridge plans, design specifications, and maintaining traffic plans and updating the geotechnical report to reflect full closure of structure. Geotechnical investigation determined that part-width construction is no longer an option due to extremely poor soil conditions. The original authorization provides for design services to be performed for bridge approach pavement replacement and maintaining traffic on M-13 over Cheboyganing Creek, 5.2 miles south of Bay City in Portsmouth Township, Bay County, Michigan (CS 09031 – JN 083554D). The authorization term remains unchanged, October 9, 2008, through June 2, 2011. The revised authorization amount will be \$310,891.85. The contract term is June 3, 2008, through June 2, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The M-13 bridge over Cheboyganing Creek is structurally deficient. Poor elements on the structure and poor soil conditions could result in unsafe conditions that could necessitate closure of the structure if it is not replaced.

Purpose/Business Case: To provide for the performance of additional design services for the complete structure replacement of the M-13 bridge over Cheboyganing Creek at the Saginaw River in Portsmouth Township, Bay City, Michigan. The intent of this project is to eliminate unsafe conditions by upgrading the structure to meet current design and geometric standards and designing safe, stable substructure units in extremely poor soil conditions.

Benefit: Improved safety for those traveling on the roadway and on the waterway beneath.

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 services are not performed, the bridge will continue to deteriorate and safety risks and maintenance 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. 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: 48747.

18. HIGHWAYS – IDS Engineering Services

Authorization (Z31) under Contract (2008-0287) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the hot mix asphalt (HMA) milling and resurfacing work on M-25 from M-136 to Milwaukee Road and the full depth concrete patching work on M-25 from Milwaukee Road to Fisher Road in Fort Gratiot and Burtchville Townships, St. Clair County (CSs various – JN 105848A). The work items will include project administration; inspection; staking; quality control testing and reporting; measurement, computation, and documentation of quantities, reporting and record-keeping; and assisting in the finalizing of project documentation. The contract will be in effect from the date of award through December 31, 2011. The authorization amount will be \$531,092.45. Source of Funds: 100% Federal Highway Administration Funds.

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

Purpose/Business Case: This project will provide for full construction engineering services to be performed for the HMA milling and resurfacing work on M-25 from M-136 to Milwaukee Road and the full depth concrete patching work from Milwaukee Road to Fisher Road in Fort Gratiot and Burtchville Townships.

Benefit: Will provide for construction engineering services to be performed on construction projects as required by federal law, which will result in a high quality product that meets federal and state standards.

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 contract is not approved, the construction will proceed without construction engineering services. Failure to provide these services could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Cost 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 services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2008-0396) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$71,388.93. The lane assignments for the M-66 corridor are being revised from two northbound lanes and two southbound lanes to two northbound lanes, one southbound lane, and a center left-turn lane. The lane changes will require revisions to the traffic signals. The additional services will include design work needed to upgrade the traffic signals to box spans. The original authorization provides for design services to be performed for the concrete reconstruction of M-66 from 300 feet south of the Grand Rapids Eastern Railroad tracks to 22 feet south of M-21 in the City of Ionia, Ionia County (CS 34032 – JN 90033C). The authorization term remains unchanged, December 19, 2008, through July 14, 2011. The revised authorization amount will be \$267,079.14. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The work items associated with this revision are necessary to complete the project design. The project will improve roadway safety and extend the service life of the road.

Purpose/Business Case: To provide for the performance of additional design services required because of the reassignment of the lanes. The additional services will include design work to upgrade the traffic signals to box spans. The signals were not originally expected to be impacted by the project, and no signal work was included in the original authorization.

Benefit: The design for the project can be completed in a timely manner, and the project can remain on schedule.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved, the consultant cannot complete the design plans for the project. If the project does not move forward, the roadway will continue to deteriorate and an opportunity to make needed safety upgrades will 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: 48846.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z27) under Contract (2008-0509) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for design services to be performed for the construction of crossovers and advance staging along US-131 from approximately Cannonsville Road north to M-46 (Howard City-Edmore Road), in Pierson and Reynolds Townships, Montcalm County (CS 59012 - JN 90040C). The work will include maintenance of traffic design for larger road and bridge projects that will be constructed in 2012. The authorization will be in effect from the date of award through September 21, 2011. The authorization amount will be \$147,743.14. The contract term is September 22, 2008, through September 21, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project will be constructed before larger road projects that will include major roadway rehabilitation, rehabilitation of several bridges, and preventative maintenance work. This project must be designed and constructed ahead of the larger projects to allow the 2012 projects to be constructed within one construction season.

Purpose/Business Case: To provide for design services to be performed for the construction of crossovers and advance staging. The work will include maintenance of traffic design for the larger road and bridge projects that will be constructed in 2012.

Benefit: This project will provide plans for crossovers and advance staging required to construct larger road and bridge projects in 2012. Constructing the crossovers and advance staging before constructing the larger road and bridge projects will help MDOT to complete the 2012 projects within one construction season.

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: Failure to approve this authorization would delay this project and extend the construction schedules for the larger road and bridge projects scheduled for 2012 beyond one construction season, increasing user delays and associated costs.

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: 49939 and 49329.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z30) under Contract (2009-0052) between MDOT and URS Corporation Great Lakes will provide for the performance of traffic signal optimization services at 35 signalized intersections in Macomb County, Metro Region (CS various - JN 105047). The work will include updating the corridor signal progression plans to optimize traffic signal operations, conducting follow-up analysis, and developing a cost and benefit report. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$154,757.62. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Signal optimization is a critical method of relieving congestion on roadways without facility expansion. Signal optimization improves traffic flow and reduces emissions, crashes, and costs.

Purpose/Business Case: To update corridor signal progression plans to optimize traffic signal operations along the corridors. Timing permits will be produced, and a safety analysis will be conducted for each intersection.

Benefit: Traffic in the corridors will flow more effectively and efficiently, and user delays and associated costs will be reduced. A safer driving environment will be provided.

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 and the services are not provided, user delays will continue and federal funding could be lost. Corridors without signal progression have been shown to have higher numbers of crashes than corridors with signal progression.

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.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z31) under Contract (2009-0052) between MDOT and URS Corporation Great Lakes will provide for the performance of traffic signal optimization services at 35 signalized intersections in Macomb County, Metro Region (CS various - JN 109149). The work will include updating the corridor signal progression plans to optimize traffic signal operations, conducting follow-up analysis, and developing a cost and benefit report. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$154,757.62. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Signal optimization is a critical method of relieving congestion on roadways without facility expansion. Signal optimization improves traffic flow and reduces emissions, crashes, and costs.

Purpose/Business Case: To update corridor signal progression plans to optimize traffic signal operations along the corridors. Timing permits will be produced, and a safety analysis will be conducted for each intersection.

Benefit: Traffic in the corridors will flow more effectively and efficiently, and user delays and associated costs will be reduced. A safer driving environment will be provided.

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 and the services are not provided, user delays will continue and federal funding could be lost. Corridors without signal progression have been shown to have higher numbers of crashes than corridors with signal progression.

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.

23. HIGHWAYS – IDS Engineering Services

Authorization (Z5) under Contract (2009-0445) between MDOT and RS Engineering, LLC, will provide for the development of design plans for 35.752 miles of permanent freeway sign upgrading along I-94 from the Jackson/Washtenaw county line to the Washtenaw/Wayne county line and along US-12 from I-94 to the Washtenaw/Wayne county line in Washtenaw County (CSs various –JN 108889C). The work items will include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through May 19, 2012. The authorization amount will be \$392,228.84. The contract term is May 20, 2009, through May 19, 2012. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including permanent freeway signing. Projects are selected based on the ages and conditions of the signs in place along various segments of highway. Some of the existing signs have already lost their retroreflectivity.

Purpose/Business Case: To provide for the development of design plans for 35.752 miles of permanent freeway sign upgrading along I-94 from the Jackson/Washtenaw county line to the Washtenaw/Wayne county line and along US-12 from I-94 to the Washtenaw/Wayne county line in Washtenaw County.

Benefit: To improve public safety and preserve safety assets.

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: Increased public safety risks and loss of safety assets.

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.

* Denotes a non-standard contract/amendment

Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48909.

24. *HIGHWAYS – Revision of Funding Schedule

Amendatory Contract (2009-0464/A1) between MDOT and NAVTEQ NA, LLC, will revise the funding schedule and clarify the dates on which the consultant is authorized to proceed to work for year two and subsequent years of the contract. The original contract provides for the collection of real-time traffic data for selected freeway routes in Michigan for use by MDOT and its partners. The contract term remains unchanged, June 4, 2009, through July 1, 2014. The contract amount remains unchanged at \$1,100,000. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This amendment will revise the funding schedule from a fiscal year basis to the originally-intended contract year basis and will clarify the dates on which the consultant is authorized to proceed to work, which will allow second year services to be authorized and second year funding to be assigned.

Purpose/Business Case: To revise the funding schedule and clarify the dates on which the consultant is authorized to proceed to work, which will allow second year funding to be authorized. Second year funding will provide for the continued collection of data on travel times and average speeds on a minimum of 750 miles of Michigan roads and the implementation of work zone mobility systems that were designed using data collected in the first year of the contract.

Benefit: Second year funding will provide for the continuation of real-time travel times and speed information to motorists on dynamic message signs and the internet at a fraction of the cost of traditional methods of communicating with motorists.

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

Commitment Level: This contract is on a milestone basis.

Risk Assessment: If the amendment is not approved, second year funding cannot be authorized, the services will not be performed, and MDOT will not be able to provide adequate travel information to motorists.

Cost Reduction: N/A.

Selection: N/A for amendment; best value for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

25. HIGHWAYS – IDS Engineering Services

Authorization (Z3) under Contract (2009-0503) between MDOT and Hubbell, Roth & Clark, Inc., will provide for as-needed inspection and testing services to be performed for various pavement marking, centerline, and shoulder corrugation projects in the Traverse City Transportation Service Center (TSC) service area, North Region, for the 2010 and 2011 construction seasons. The 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 July 20, 2012. The authorization amount will be \$124,485.55. The contract term is July 21, 2009, through July 20, 2012. 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 highway construction projects are completed in accordance with state and federal guidelines.

Purpose/Business Case: To provide for as-needed inspection and testing services for pavement markings, centerline and shoulder corrugation projects for the 2010 and 2011 construction seasons to be performed throughout the Traverse City Transportation Service Center (TSC) service area, North Region.

Benefit: Will provide for inspection and testing services, 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.

* Denotes a non-standard contract/amendment

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 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 these 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: 49684.

26. HIGHWAYS – IDS Consultant Research Services

Authorization Revision (Z1/R1) under Contract (2009-0642) between MDOT and Alfred Benesch & Company will extend the authorization term by seven months to provide sufficient time for the consultant to complete the research project. The additional time is needed because of weather-related delays. The original authorization provides for the development of an infrastructure monitoring and data management system for the Cut River Bridge and the Mackinac Bridge and an evaluation of innovative technology and data retrieval applications for use for asset management, transportation planning, and maintenance purposes. The revised authorization term will be October 1, 2009, through May 1, 2012. The authorization amount remains unchanged at \$215,422.36. The contract term is September 30, 2009, through September 29, 2013. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This revision is critical because project deliverables cannot be completed without the additional time needed to compensate for weather-related delays.

Purpose/Business Case: To extend the contract term by seven months to provide sufficient time for the consultant to complete the research project. The time extension will provide the required full two years of data collection needed to analyze trends and patterns in the data, which will provide expanded information for the Data Use Analysis Processing project.

Benefit: The additional time will provide the two full years of data collection needed to expand data sets to fully develop traveler information, traffic mobility, maintenance and asset management applications.

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

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

Risk Assessment: If this revision is not approved, the consultant will not be able to fully develop infrastructure data collection and analysis that supports the algorithms and prototype applications.

Cost Reduction: Actual cost basis.

Selection: N/A for revision; best value for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

27. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2009-5294) between MDOT and the City of Lansing will provide for funding participation in the following construction improvements:

Reconstruction work on sections of the westbound Highway M-43/I-69 business loop (Oakland Avenue) that are excluded from the impact area of the City of Lansing's sewer separation construction, including approximately 125 feet from Wisconsin Avenue to Sycamore Street and approximately 375 feet from Sycamore Street to Pine Street (excluding the intersection with Sycamore Street).

Estimated Funds:

Federal Highway Administration Funds	\$266,000
State Restricted Trunkline Funds	\$ 59,000
Total Funds	<u>\$325,000</u>

NH 33061 – 105926; Ingham County
 Local Letting

Criticality: This contract is for roadway reconstruction work to be performed in conjunction with the city's combined sewer separation project. Delaying this project would result in approximately 500 feet of roadway without improvements in the middle of approximately 0.7 mile of roadway reconstruction.

Purpose/Business Case: To provide for the performance of paving work associated with the City of Lansing's combined sewer separation system project.

Benefit: Will allow the reopening of state highways following completion of a city utility project.

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

Commitment Level: 81.85% federal, 18.15% state, fixed at \$325,000.

Risk Assessment: Without this contract, state trunkline highways cannot reopen.

Cost Reduction: Fixed at \$325,000.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48906.

28. HIGHWAYS - Increase Services and Amount, Extend Time
 Contract (2010-0043/A1) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for the performance of additional services, will increase the contract amount by \$26,962.12, and will extend the contract term by three months. The additional services will include developing a final combined traffic and revenue report and providing an additional model run and technical memorandum. The original contract provides for the conduct of a comprehensive traffic and toll revenue study for the Detroit River International Crossing (DRIC) Project in Wayne County (CS 82194 – JN 80233). The revised contract term will be November 3, 2009, through September 30, 2010. The revised contract amount will be \$283,924.83. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The additional services will include developing the final combined traffic and revenue report required for May 1st legislative reporting and providing an additional model run and technical memorandum. The consultant will also attend the legislative session as the subject matter expert. The comprehensive traffic and toll revenue study for the DRIC Project is required in order for MDOT to meet legislative reporting requirements under 2009 PA 116, 384(1).

Purpose/Business Case: This amendment will ensure that MDOT is able to meet the legislative reporting requirements to provide for one member of the consultant firm to prepare for and attend the legislative session as the subject matter expert and to provide for one additional model run and a technical memorandum.

Benefit: The additional services will allow MDOT to meet legislative reporting requirements. The study will help MDOT to develop an alternative financing and delivery method for the DRIC Project. Alternative financing and delivery could result in significant savings of federal and state transportation funds and allow those transportation funds to be used on needed projects elsewhere in the state.

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

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

Risk Assessment: If this amendment is not approved and the services are not completed, MDOT will not meet legislative reporting requirements. The information provided by this comprehensive study could allow MDOT to solicit requests for proposals from the private sector for the construction and funding of this project and could allow the legislature to authorize this project as a public-private partnership.

Cost Reduction: Fixed hourly rate basis.

Selection: N/A for amendment; best value for original contract.

New Project Identification: This is a new project.

Zip Code: 48075.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z3) 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 Bay Region hot mix asphalt (HMA) program and the Traveling Mix Inspector (TMI) at various locations throughout the Bay Region. The work items will include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 19, 2013. The authorization amount will be \$507,448.19. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The HMA needs to be tested before it can be placed so that MDOT can be assured that it meets specifications to ensure that FHWA funding is not jeopardized. The TMI monitors the HMA program to make sure that everything is running smoothly and tweaks the production of material to get the best product out on the road.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Bay Region HMA program and the TMI at various locations throughout the Bay Region.

Benefit: Will provide required inspection and testing services to ensure a long lasting and high quality product that meets specifications and improves the quality of life for MDOT customers.

Funding Source: FHWA 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 the services were not provided, the HMA work would not have needed oversight, and federal funding 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: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

* Denotes a non-standard contract/amendment

30. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2010-0094) between MDOT and Wilcox Professional Services, LLC, will provide for inspection and testing services to be performed for the rehabilitation of US-10 between M-30 and M-18 in Midland County (CS 56044 and 56045 - JN 84170A). The 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 19, 2013. The authorization amount will be \$262,824.57. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for construction inspection and testing services to be performed for US-10 between M-30 and M-18 in Midland County.

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

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

Risk Assessment: If this authorization is not approved, the project 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 a not new project.

Zip Code: 48642.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2010-0122) between MDOT and Materials Testing Consultants, Inc., will provide for as-needed geotechnical investigation services to be performed for various projects in the Grand Region. The work items will include pavement coring/soil boring, geotechnical investigation, soil classification, gradation analysis, and preparation of test reports. The authorization will be in effect from the date of award through February 17, 2013. The authorization amount will be \$144,981.49. The contract term is February 18, 2010, through February 17, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Geotechnical information provides input for the design of roadways and pavements. It is essential that geotechnical service contracts are in place to ensure that data can be collected in a timely manner to facilitate design schedules.

Purpose/Business Case: To provide for as-needed geotechnical investigation services to be performed for various projects in the Grand Region.

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

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

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

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

* Denotes a non-standard contract/amendment

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.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2010-0122) between MDOT and Materials Testing Consultants, Inc., will provide for as-needed inspection and testing services to be performed for the Grand Region hot mix asphalt (HMA) program and the Traveling Mix Inspector (TMI) at various locations throughout the Grand Region. The work items will include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 17, 2013. The authorization amount will be \$432,857.92. The contract term is February 18, 2010, through February 17, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The HMA needs to be tested before it can be placed so that MDOT can be assured that it meets specifications to ensure that FHWA funding is not jeopardized. The TMI monitors the HMA program to make sure that everything is running smoothly and tweaks the production of material to get the best product out on the road.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Grand Region HMA program and the TMI at various locations throughout the Grand Region (Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties).

Benefit: Will provide required inspection and testing services to ensure a long lasting and high quality product that meets specifications and improves the quality of life for MDOT customers.

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 the services were not provided, the HMA work would not have needed oversight, and federal funding 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: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

33. HIGHWAYS – IDS Engineering Services

Authorization (Z2) under Contract (2010-0138) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for the development of design plans for 18.748 miles of freeway signing upgrading along I-69 from the Lapeer/St. Clair county line to the I-94 interchange in St. Clair County (CSs 77023, 77024 – JN 108625C). The work items will include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through March 3, 2013. The authorization amount will be \$195,300.15. The contract term is March 4, 2010, through March 3, 2013. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing. Projects are selected based on the ages and conditions of the signs in place along various segments of highway. Some of the existing signs have already lost their retroreflectivity.

Purpose/Business Case: To provide for the performance of design plans for 18.748 miles of freeway sign upgrading along I-69 from the Lapeer/St. Clair county line to the I-94 interchange in St. Clair County. This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing.

Benefit: To improve public safety and preserve safety assets.

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: Increased public safety risks and loss of safety assets.

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: 48027.

34. *HIGHWAYS - Intelligent Transportation Services

Contract (2010-0140) between MDOT and Kapsch TrafficCom, Inc., will provide for the upgrade of IntelliDrive Road Side Equipment (RSE) on Telegraph Road in the Metro Region. The work will include RSE software updates, system integration, and testing services. The contract will be in effect from date of award through September 30, 2011. The contract amount will be \$199,600. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: MDOT and the United States Department of Transportation (US DOT) plan to deploy an IntelliDrive test bed on Telegraph Road in the summer of 2010. The services under this contract are critical to the integration of the radios being supplied by the US DOT with the traffic signal controllers being supplied by Road Commission of Oakland County (RCOC). Without this project, the integration cannot happen and the test bed cannot be deployed.

Purpose/Business Case: This project will integrate IntelliDrive radios with traffic signal controllers, permitting the radios to broadcast the current signal phase and timing information. This information will be used to develop applications that can improve traffic signal operations, reduce deployment costs for detection, and reduce vehicle emissions. This will be the first test and development facility of this kind in the nation.

Benefit: This project will reduce risks associated with deployment by ensuring that the US DOT-supplied radios work with the RCOC-supplied traffic signal controllers. The services will be performed at this time to coordinate with an MDOT/RCOC project to modernize traffic signal equipment along this corridor, minimizing traffic control costs and user delays.

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 services are not performed, the US DOT could relocate the test facility to another state and planned private sector research investments would also move out of Michigan to another state.

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: Best value.

New Project Identification: This is not a new project.

Zip Code: 48075.

35. HIGHWAYS – IDS Engineering Services

Authorization (Z1) under Contract (2010-0149) between MDOT and Spicer Group, Inc., will provide for the performance of design survey services for the restoration/resurfacing of M-125 from approximately 440 feet north of Jones Avenue to US-24 in the City of Monroe, Monroe County (CS 58071 – 103287C). The work will include mapping the existing road, intersections, and surrounding area. The authorization will be in effect from the date of the award through the expiration date of the indefinite delivery of services (IDS) contract. The authorization amount will be \$275,946.74. The IDS contract will be in effect from the date of award through three years. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% Restricted State Trunkline Funds.

Criticality: This stretch of roadway is structurally deficient. Traffic signal and other improvements must be made to improve roadway safety and meet federal requirements.

Purpose/Business Case: To provide for the performance of design survey services for the restoration/resurfacing of a portion of M-125 in the City of Monroe. The design services will include the design for the milling, resurfacing, and concrete patching of the roadway and the design of drainage improvements and new curb and gutter. The ramps, sidewalks, traffic signals, and signs will be upgraded and/or replaced to meet federal requirements.

Benefit: Will ensure safe vehicular travel over 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: Increased public safety risks and loss of federal monies.

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: 48162.

36. HIGHWAYS – Intelligent Transportation System Design Services

Authorization (Z2) under Contract (2010-0150) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the design of an Intelligent Transportation System (ITS) for I-75 in Wayne and Monroe Counties. The project will include all design work for the ITS system, including dynamic message signs, closed circuit television cameras, detectors, and communications infrastructure that will interface with existing ITS monitoring software and equipment. The authorization will be in effect from the date of award through December 31, 2011. The authorization amount will be \$477,219.97. The contract term will be date of award through three years. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The I-75 Monroe/Wayne County ITS design is critical to providing a continuous traveler information system from Ohio to Detroit. This system will connect Ohio's Toledo system and the Monroe area to the Metro area ITS system and will relay information to the Michigan Intelligent Transportation System Center.

Purpose/Business Case: This project involves the design of an ITS system for I-75 in Monroe and Wayne counties. The ITS system will include dynamic message signs, closed circuit television cameras, detectors, and communications infrastructure that will interface with existing ITS monitoring software and equipment. The project is important in meeting MDOT's ITS strategic goal of creating a seamless ITS system across Michigan. Upon implementation, I-75 will have a continuous system from the Ohio border to the City of Detroit.

Benefit: This system will assist in traffic management on I-75. It will provide real time information to motorists.

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

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

* Denotes a non-standard contract/amendment

Risk Assessment: If this authorization is not approved and the project is not completed, the ITS system would be incomplete, and MDOT would lose an important traffic management tool and be unable to convey current travel information to motorists.

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: 48161.

37. *HIGHWAYS - Construction Engineering Services

Contract (2010-0158) between MDOT and Tyme Engineering, Inc., will provide for inspection and testing services to be performed for construction projects on US-24 (Telegraph Road) from 8 Mile Road to Long Lake Road, Oakland County. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The contract will be in effect from the date of award through September 30, 2011. The contract amount will be \$2,565,855.55. 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 inspection and testing services to be performed for construction projects on US-24 (Telegraph Road) from 8 Mile Road to Long Lake Road, Oakland County.

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

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

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

Risk Assessment: If this contract is not approved, the projects may not have adequate construction 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: 48302.

38. *HIGHWAYS – IDS Specialized Legal Services

Contract (2010-0161) between MDOT and Nossaman, LLP, will provide for specialized legal services to be performed on an as needed/when needed basis with regard to prospective public-private partnerships (P3). The services may include interpreting P3 legislation, providing advice on prospective and/or specific P3 projects, and any other P3-related work that may arise. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$150,000, and the maximum amount of any authorization will be \$150,000. Authorizations over \$25,000 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.

39. HIGHWAYS- IDS Specialized Legal Services

Authorization (Z1) under Contract (2010-0161) between MDOT and Nossaman, LLP, will provide for as-needed specialized legal services to be performed with regard to prospective public-private partnerships (P3s) (CS 82194 – JN 802330). The services will include interpreting P3 legislation, providing advice on prospective and/or specific P3 projects, and any other P3-related work that may arise. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services (IDS) contract. The authorization amount will be \$150,000. The IDS contract will be in effect from the date of award through three years. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Legislation to authorize the use of P3 agreements for transportation facilities is pending (HB 4961). MDOT is required under 2009 PA 116, 384, to perform certain activities such as creating an authorized tolling authority and forming a P3 before the legislature will consider adopting legislation for the construction of the Detroit River International Crossing jointly and in agreement with Canada. This authorization includes the performance of tasks associated with the mandates of 2009 PA 116, 384.

Purpose/Business Case: The purpose of this authorization is to meet the legislative reporting requirements of HB 4961 and PA 116.

Benefit: The services under this authorization will enable MDOT to meet legislative reporting requirements and will include an assessment of prospective P3 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: Without this authorization, MDOT may not meet legislative reporting requirements and MDOT's ability to identify primary legal, financial, and technical issues relating to P3s could be compromised.

Cost Reduction: Fixed hourly rates plus direct expenses.

Selection: Multiple step.

New Project Identification: This is a new project.

Zip Code: 48075.

40. HIGHWAYS - IDS Engineering Services

Contract (2010-0178) between MDOT and Beckett & Raeder, 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.

41. HIGHWAYS - IDS Engineering Services

Contract (2010-0179) between MDOT and ASTI Environmental 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.

42. HIGHWAYS - IDS Engineering Services
Contract (2010-0180) between MDOT and Audu Engineering Consultants, 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 \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
43. HIGHWAYS - IDS Engineering Services
Contract (2010-0181) between MDOT and B.B.F. Engineering Services, P.C., 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.
44. HIGHWAYS - IDS Engineering Services
Contract (2010-0182) between MDOT and CDM Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
45. HIGHWAYS - IDS Engineering Services
Contract (2010-0183) between MDOT and CESO, 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 \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
46. HIGHWAYS - IDS Engineering Services
Contract (2010-0184) between MDOT and SRF Engineering, P.C., 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.

47. HIGHWAYS - IDS Engineering Services
 Contract (2010-0185) between MDOT and Traffic Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
48. HIGHWAYS - IDS Engineering Services
 Contract (2010-0186) between MDOT and Professional Service Industries, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
49. HIGHWAYS – Participation in Trunkline Design and Construction Contracts
 Contract (2010-5000) between MDOT and DTE Energy will provide for participation in the following services:

Additional design and construction work required for the relocation of storm sewer along Highway M-39 from Porter Avenue in the City of Lincoln Park to north of Pinecrest Drive in the City of Allen Park in order to avoid conflicts with DTE Energy-owned underground electrical facilities.

Estimated Funds:

DTE Energy Funds	<u>\$886,000</u>
Total Funds	<u>\$886,000</u>

BRT 82192 - 76897; Wayne County
 Letting of 8/6/2009

Criticality: Failure to approve the agreement at this time would delay the project work and cause conflicts during construction.

Purpose/Business Case: To avoid major relocation work during reconstruction of portions of Highway M-39 and receive payment from the corporation to accommodate their facilities.

Benefit: Will allow for construction work to commence as originally programmed.

Funding Source: DTE Energy Funds.

Commitment Level: 100% DTE Energy; estimated at \$886,000.

Risk Assessment: Contract required in order for MDOT to bill DTE Energy for its share of the cost.

Cost Reduction: Costs reviewed to make sure they are reasonable and valid.

New Project Identification: This is a new project.

Zip Code: 48101.

50. HIGHWAYS - Participation for Trunkline Inspection Contract
 Contract (2010-5061) between MDOT and the City of Lansing will provide for participation in the following improvements:

Construction engineering services required in order to accommodate the City of Lansing sewer separation project along the eastbound Highway M-43/I-69 business loop (Saginaw Street) from Westmoreland Street to Chestnut Street and along the westbound Highway M-43/I-69 business loop (Oakland Avenue) from Martin Luther King, Jr., Boulevard to Walnut Street, excluding portions of Oakland Avenue between Wisconsin Avenue and Sycamore Street and between Sycamore Street and Pine Street, which are not impacted by the city's construction.

Estimated Funds:

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

MX 33061 – 109143; Ingham County
 No Letting

Criticality: Without agreement, City construction could do damage to MDOT roadways.

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

Benefit: Will provide for payment to MDOT for services rendered to the City.

Funding Source: City of Lansing Funds.

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

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

Cost Reduction: No cost to MDOT since work is funded 100% by the City of Lansing.

Selection: N/A.

New Project Identification: Inspection of City of Lansing sewer project.

Zip Code: 48906.

51. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5161) between MDOT and the City of Detroit will provide for participation in the following Transportation Enhancement improvements:

Reconstruction work along Atwater Street from Rivard Street easterly to Orleans Street and along Riopelle Street from Jefferson Avenue southerly to Atwater Street, including pavement removal, storm sewer, concrete pavement, concrete sidewalk, street lighting, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$2,038,892.14
City of Detroit Funds	<u>\$1,187,107.86</u>
Total Funds	<u>\$3,226,000.00</u>

DPS 82400 – 80449; Wayne County
 Local Letting

Criticality: Reconstruction of the roadways is necessary to provide an improved pavement life.
Purpose/Business Case: To improve the pavement life of the roadways.
Benefit: Will improve the pavement life of the roadways.
Funding Source: Federal Demonstration Funds and City of Detroit Funds.
Commitment Level: \$2,038,892.14 not to exceed 80% federal and the balance by City of Detroit; based on estimate.
Risk Assessment: Without this contract, the City cannot receive these federal funds.
Cost Reduction: Low bid.
Selection: Low bid.
New Project Identification: Improvement of existing roadways.
Zip Code: 48207.

52. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5170) between MDOT and the Gratiot County Road Commission will provide for participation in the following improvements:

Stop sign and stop ahead sign upgrading and sign post delineator installation work at 180 locations along county primary roadways at various intersections countywide.

Estimated Funds:

Federal Highway Administration Funds	\$75,009
Gratiot County Road Commission Funds	<u>\$18,752</u>
Total Funds	<u>\$93,761</u>

STH 29609 - 108609
 Local Force Account

Criticality: This work is intended to increase the visibility of various intersections and improve public safety.
Purpose/Business Case: To improve intersection safety and operation.
Benefit: Improved intersection safety and operation.
Funding Source: Federal Surface Transportation Program Funds and Gratiot County Road Commission Funds.
Commitment Level: 80% federal, 20% Gratiot 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 intersections.
Zip Code: 48847.

53. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5174) between MDOT and the Benzie County Road Commission will provide for participation in the following improvements:

Guardrail upgrading work along North Manistee County Line Road from approximately 0.43 miles east of Wallaker Road easterly 850 feet.

Estimated Funds:

Federal Highway Administration Funds	\$30,418
Benzie County Road Commission Funds	<u>\$ 7,604</u>
Total Funds	<u>\$38,022</u>

STH 10609 - 108736
 Local Force Account

Criticality: This work is intended to protect vehicular traffic.

Purpose/Business Case: To improve roadside safety.

Benefit: Improved roadside safety.

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadside.

Zip Code: 49616.

54. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5184) 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:

Utility relocation work for the reconstruction and widening of Novi Road from Ten Mile Road to Grand River Avenue.

Estimated Funds:

State Restricted TED Funds	\$320,000
Road Commission for Oakland County Funds	<u>\$ 80,000</u>
Total Funds	<u>\$400,000</u>

EDC 63544 – 34631Z
 Local Force Account

Criticality: This phase of the project will move existing utilities so that they are not in conflict with the upcoming construction phase of the project. Delaying this phase of the project would delay the construction phase of the project, which is scheduled for a June 2010 letting.

Purpose/Business Case: To relocate utilities out of the way of the proposed roadway construction work.

* Denotes a non-standard contract/amendment

Benefit: Utilities will be relocated so that they will not be in conflict with the proposed roadway construction.
Funding Source: State Transportation Economic Development Funds and Road Commission for Oakland County Funds.
Commitment Level: 80% state; 20% Road Commission for Oakland County.
Risk Assessment: Without this contract, the construction of the project would not occur, and development opportunities could be lost.
Cost Reduction: Utilities owned by AT&T, and relocation work to be performed by AT&T. Estimate reviewed to make sure costs are reasonable and valid.
Selection: N/A.
New Project Identification: Relocation of existing utilities.
Zip Code: 48375.

55. HIGHWAYS - Railroad Grade Crossing Improvement Contract

Contract (2010-5198) between MDOT and the Michigan Sugar Company will provide for funding participation in the following improvements under the State Rail Grade Crossing Program:

Installation of flashing-light signals and half-roadway gates at the at-grade crossing of the tracks of the Michigan Sugar Company with South Euclid Avenue in Bay County, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$63,889.39
State Restricted Trunkline Funds	<u>\$27,381.17</u>
Total Funds	<u>\$91,270.56</u>

STR 09010 – 108719; Bay County
 Railroad Force Account

Criticality: This project will provide appropriate warning devices and improved visibility of oncoming trains for motorists at this railroad crossing.
Purpose/Business Case: To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.
Benefit: Will increase motorist safety at highway-railroad grade crossing.
Funding Source: Federal Surface Transportation Program Rail Highway Safety Funds, State Rail Grade Crossing Funds.
Commitment Level: 70% federal, 30% state, based on estimate.
Risk Assessment: Loss of opportunity to enhance motorist safety at highway-railroad grade crossing.
Cost Reduction: Improvements are on railroad property, and the owner, Michigan Sugar Company, is doing the work. Estimate reviewed to make sure costs are reasonable and valid.
Selection: N/A.
New Project Identification: Improvement to the existing highway-railroad grade crossing.
Zip Code: 48706.

56. *HIGHWAYS (Maintenance) – Addition of Reimbursement Provision

Amendatory Contract (2009-0274/A1) between MDOT and Clinton Township will add a reimbursement provision to the contract. The new provision will allow the Township to be reimbursed by MDOT for reasonable and actual attorney fees, costs, and expenses incurred in defense of lawsuits that may arise out of the Township's performance under the contract. The original contract provides for the performance of state trunkline maintenance in Clinton Township. The contract term remains unchanged, October 1, 2009, through September 30, 2014. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment
 3/31/10

Criticality: This language will allow Clinton Township to be reimbursed for claims arising under the highways exception to governmental immunity, MCL 691.1402.

Purpose/Business Case: To provide for Clinton Township to be reimbursed for claims arising under the highways exception to governmental immunity.

Benefit: The amendment will add a reimbursement provision that is consistent with municipal and county maintenance reimbursement practices.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. 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 SAB Resolution (2005-2).

Risk Assessment: If this contract is not amended, it will be inconsistent with municipal and county maintenance reimbursement practices.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48038.

57. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2010-0164) between MDOT and the City of Birmingham will provide for the maintenance of trunkline highways in the City of Birmingham for a four-year period. The contract will be in effect from April 6, 2010, 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 made findings 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 will provide for the construction, improvement, and maintenance of state trunkline highways in the City of Birmingham. This contract will keep the roadways safe for travelers.

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

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

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.

* Denotes a non-standard contract/amendment

Selection: N/A.

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

Zip Code: 48009.

58. *HIGHWAYS (Real Estate) - Increase Leased Space and Revenue

Amendatory Contract (2006-0297/A2) between MDOT and Buckland Global Trade Services, Inc., will provide for the lease of additional space of approximately 238 square feet to Buckland Global Trade Services, Inc., and will increase the revenue by \$9,922.50 per year. The original contract provides for MDOT to lease office space to Buckland Global Trade Services, Inc., for a customs broker office at the Blue Water Bridge Plaza in Port Huron, Michigan, at a rate of \$9,639 per year for ten years. The original lease was expanded by 245 square feet in July 2006 for a total annual rent amount of \$19,278. The placement of a customs brokerage office at the Blue Water Bridge provides for an accelerated processing of customs inspections for the commercial trucking industry, which keeps traffic flowing across the international border crossing at a faster pace. Buckland Global Trade Services, Inc., wishes to expand its customs brokerage operation and has requested the use of additional office space at the Blue Water Bridge Plaza. MDOT has identified space that is currently vacant. The contract term remains unchanged, September 1, 2001, through August 31, 2011. The revised revenue amount will be \$161,944.38.

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

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

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

Funding Source: The lease is revenue generating.

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

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

Cost Reduction: N/A – revenue-producing.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

59. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z17/R1) under Master Agreement (2002-0061) between MDOT and the Ludington Mass Transportation Authority (LMTA) will extend the authorization term by four months to provide sufficient time for LMTA to complete the computerized dispatch system project (8 days retroactive). The project was delayed by problems with software programming and installation that will allow the computerized dispatch system to use radios instead of cell phones. The majority of the software problems have been resolved, and LMTA is requesting additional time to finalize the project. The original authorization provides state matching funds for LMTA's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 30, 2007, through July 29, 2010. The authorization amount remains unchanged at \$373,000. The toll credit amount remains unchanged at \$18,400. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$316,800; FY 2006 State Restricted Comprehensive Transportation Funds - \$56,200.

Criticality: Approval of this revision will allow necessary transportation infrastructure improvements to be completed.

Purpose/Business Case: To extend the authorization term by four months to provide sufficient time for LMTA to complete the computerized dispatch system project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$316,800; FY 2006 State Restricted Comprehensive Transportation Funds - \$56,200.

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: 49431.

60. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z16/R1) under Master Agreement (2002-0693) between MDOT and the St. Joseph County Transportation Authority will extend the authorization term by six months to provide sufficient time for the manufacturing and delivery of a vehicle. The additional time is needed because of a management change, a comprehensive review of service needs and fleet composition, and manufacturing delays. The original authorization provides state matching funds for the County's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 30, 2007, through September 29, 2010. The authorization amount remains unchanged at \$99,000. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$79,200; FY 2006 State Restricted Comprehensive Transportation Funds - \$19,800.

Criticality: This revision will allow the County to replace a vehicle that has reached the end of its useful life.

Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for the County to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$79,200; FY 2006 State Restricted Comprehensive Transportation Funds - \$19,800.

Commitment Level: Authorization amount is based on cost estimates.

* Denotes a non-standard contract/amendment

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: 49093.

61. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z6/R2) under Master Agreement (2006-0056) between MDOT and the Thunder Bay Transportation Authority (TBTA), in Alpena County, will extend the authorization term by approximately seven months to provide sufficient time for the Federal Transit Administration (FTA) to approve a grant amendment to delete the facility construction line item, add line items for the purchase of facility signage and one bus, and adjust the funding between the line items (24 days retroactive). TBTA originally planned to purchase property and construct a bus washing facility; however, TBTA was unable to locate property and construct the facility within budget. As a result, TBTA has requested that the funds be used to purchase a vehicle and facility signage. The original authorization provides state matching funds for TBTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 14, 2006, through September 30, 2010. The authorization amount remains unchanged at \$125,000. The term of the master agreement is from October 1, 2004, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2005 through FY 2006. Source of Funds: FTA Funds - \$100,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,000.

Criticality: This revision will provide sufficient time for TBTA to complete the revised project.

Purpose/Business Case: To delete the facility construction line item, to add line items for the purchase of facility signage and one bus, to adjust the funding between the line items, and to extend the authorization term by approximately seven months.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$100,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,000.

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: 49707.

62. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z5/R1) under Master Agreement (2007-0157) between MDOT and Allegan County Board of Commissioners will add a line item for facility construction and will adjust funding among the line items to fund the new line item. This revision is requested to provide funds for the construction of the County's new transit facility. The maintenance equipment and computers for the new facility that were originally going to be purchased with this grant are now expected to be funded with future grants. The original authorization provides state matching funds for the County's FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital (Small Cities 5,000-50,000) Program grant. The authorization term remains unchanged, September 12, 2007, through September 11, 2010. The authorization amount remains unchanged at \$48,000. The toll credit amount remains unchanged at \$9,600. 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 - \$48,000.

Criticality: Approval of this revision will allow the County to construct a new transit facility to improve transit efficiency and passenger safety.

Purpose/Business Case: To add a line item for facility construction and to adjust funding among the existing line items to fund the facility construction line item.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$48,000.

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: 49010.

63. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2007-0177) between MDOT and the City of Big Rapids will change the scope of the project from facility renovation to facility purchase. Because federal funds cannot be used to renovate the existing facility, the City has decided to purchase a new building for its operations. The original authorization provides state matching funds for the City's FY 2008 Federal Section 5311 Nonurbanized Area Formula Capital/Small Cities Program grant. The authorization term remains unchanged, September 15, 2008, through September 14, 2011. The authorization amount remains unchanged at \$154,000. 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 - \$123,200; FY 2008 State Restricted Comprehensive Transportation Funds - \$30,800.

Criticality: This revision will provide funding for a long-term transit facility for the City of Big Rapids.

Purpose/Business Case: To change the project scope from facility renovation to facility purchase.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$123,200; FY 2008 State Restricted Comprehensive Transportation Funds - \$30,800.

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.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49307.

64. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z8/R1) under Master Agreement (2007-0199) between MDOT and the Delta Area Transit Authority will provide for the purchase of two additional replacement buses and will increase the amount of the authorization by \$46,654 in federal funds. The original authorization provides 100 percent federal funds for the Authority's FY 2009 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, August 26, 2009, through August 25, 2012. The revised authorization amount will be \$229,325. 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/American Recovery and Reinvestment Act of 2009 (ARRA) - \$229,325.

Criticality: This revision will allow the Authority to procure additional vehicles needed to replace vehicles that have reached the ends of their useful lives, to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide for the purchase of two additional replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds/ARRA - \$229,325.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49829.

65. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization (Z13) under Master Agreement (2007-0199) between MDOT and the Delta Area Transit Authority will provide state matching funds for the Delta Area Transit Authority's FY 2001 Federal Section 5311 Nonurbanized Area Formula Capital Program grant for the purchase of up to one bus. The authorization will be in effect from the date of award through three years. The authorization amount will be \$96,723. 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 - \$77,378; FY 2002 State Restricted Comprehensive Transportation Funds - \$19,345.

Criticality: This authorization will allow the Delta Area Transit Authority to procure a vehicle that is needed to replace a vehicle that has reached the end of its useful life to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide federal grant funds and state matching funding for the purchase of up to one bus under the 2001 Section 5311 Nonurbanized Area Formula Capital Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$77,378; FY 2002 State Restricted Comprehensive Transportation Funds - \$19,345.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49829.

66. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z5/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 Flushing service center construction project. The project was delayed due to additional administrative requests from the Federal Transit Administration (FTA) and pending award of another FTA grant. The needed funds will be obligated by June 2010. The original authorization provides state matching funds for MTA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 24, 2007, through August 23, 2011. The authorization amount remains unchanged at \$6,253,604. The toll credit amount remains unchanged at \$530,711. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FTA Funds - \$5,533,594; FY 2007 State Restricted Comprehensive Transportation Funds - \$720,010.

Criticality: Approval of this revision will allow MTA to construct a new facility to improve its transportation infrastructure.

Purpose/Business Case: To extend the authorization term 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 - \$5,533,594; FY 2007 State Restricted Comprehensive Transportation Funds - \$720,010.

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.

67. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z2/R1) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will extend the authorization term by two years to provide sufficient time for the County to complete the project. The additional time is needed because sufficient funding is not yet in place to complete the project and because changes in downtown Muskegon's redevelopment are reshaping the project from construction of a parking structure with a transit office to construction of a new transit center without a parking structure. As a result, additional time is needed to redevelop the plans and secure the required funding. The original authorization provides state matching funds for the County's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The authorization amount remains unchanged at \$607,360. The revised authorization term will be from June 13, 2007, through June 12, 2012. 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 - \$485,888; FY 2007 State Restricted Comprehensive Transportation Funds - \$121,472.

Criticality: The additional time is needed for project planning and facility construction.

Purpose/Business Case: To extend the authorization term by two years because sufficient funding is not yet in place to complete the project and because the project has been changed from a transit office in a parking structure to a transit center.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$485,888; FY 2007 State Restricted Comprehensive Transportation Funds - \$121,472.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49444.

68. PASSENGER TRANSPORTATION - Section 5311(f) Intercity Capital Program

Project Authorization (Z2) under Master Agreement (2010-0127) between MDOT and Greyhound Lines, Inc., will provide FY 2008 Federal Section 5311(f) Intercity Bus Program funds and state matching funds for intercity bus capital to assist with the purchase of up to one bus, which will be used to provide service throughout Michigan and a connection to the national bus system. The balance of the cost of the bus will be provided from an American Recovery and Reinvestment Act grant. The authorization will be in effect from the date of award through three years. The authorization amount will be \$257,941. The term of the master agreement is from March 1, 2010, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2010 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$206,353; FY 2010 State Restricted Comprehensive Transportation Funds - \$51,588.

Criticality: This authorization will provide buses for existing intercity bus routes operating along MDOT designated corridors to provide communities with essential transportation service with links to the national transportation system.

Purpose/Business Case: To provide funding for the purchase of up to one bus for intercity bus services.

Benefit: Will ensure continuation of existing intercity bus routes operating along MDOT-designated corridors and provide essential transportation service with links to the national transportation system.

Funding Source: FTA Funds - \$206,353; FY 2010 State Restricted Comprehensive Transportation Funds - \$51,588.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization 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 a new project.

Zip Code: 48909.

69. TRANSPORTATION PLANNING- Transportation Planning Activities
Authorization Revision (Z7/R1) under Master Agreement (2009-0001) between MDOT and the Battle Creek Area Transportation Study will increase the authorization amount by \$1,209 in previously obligated FY 2008 funds. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2009, through September 30, 2010. The revised authorization amount will be \$55,270. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Transit Administration Funds and 20% Battle Creek Area Transportation Study Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount by \$1,209 in previously obligated FY 2008 funds. The additional funds will allow the MPO to complete activities specified in its federally-approved Unified Work Program (UWP).

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

Funding Source: Dedicated federal funds that must be passed through to the MPOs in accordance with the federal regulations cited above. 80% Federal Transit Administration Funds (Section 5303) and 20% Battle Creek Area Transportation Study Funds.

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

Risk Assessment: If this revision is not approved, the MPO may not have sufficient funding to complete the activities in its approved UWP, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49015.

70. TRANSPORTATION PLANNING- Transportation Planning Activities
Authorization Revision (Z6/R1) under Master Agreement (2009-0003) between MDOT and the Genesee County Metropolitan Planning Commission will increase the authorization amount by \$617,660 in previously obligated FY 2004, FY 2005, FY 2006, FY 2007, and FY 2008 funds. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2009, through September 30, 2010. The revised authorization amount will be \$1,034,838. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Transit Administration Funds and 20% Genesee County Metropolitan Planning Commission Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount by \$617,660 in previously obligated FY 2004, FY 2005, FY 2006, FY 2007, and FY 2008 funds. The additional funds will allow the MPO to complete activities specified in its federally-approved Unified Work Program (UWP).

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

Funding Source: Dedicated federal funds that must be passed through to the MPOs in accordance with the federal regulations cited above. 80% Federal Transit Administration Funds (Section 5303) and 20% Genesee County Metropolitan Planning Commission.

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

Risk Assessment: If this revision is not approved, the MPO may not have sufficient funding to complete the activities in its approved UWP, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48502.

71. TRANSPORTATION PLANNING – Ozone Action Day Program

Authorization Revision (Z16/R1) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will increase the authorization amount by \$233,585 in previously obligated FY 2008 and FY 2009 funds. The original authorization provides for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Grand Rapids metropolitan area. The authorization term remains unchanged, March 17, 2010, through September 30, 2010. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the MPOs to meet federal requirements set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount by \$233,585 in previously obligated FY 2008 and FY 2009 funds. The additional funds will allow GVMC to complete Ozone Action Day Program activities.

Benefit: Will provide funding for Ozone Action Day Program activities. This revision will increase the funds to the amount approved in GVMC's Unified Work Program (UWP) by the Federal Highway Administration.

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

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

Risk Assessment: If this revision is not approved, the MPO may not have sufficient funding to complete the Ozone Action Day Program activities, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

72. TRANSPORTATION PLANNING - Ozone Action Day Program

Authorization Revision (Z17/R1) under Master Agreement (2009-0006) between MDOT and the Macatawa Area Coordinating Council will increase the authorization amount by \$55,523 in previously obligated FY 2008 and FY 2009 funds. The original authorization provides for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Macatawa metropolitan area. The authorization term remains unchanged, March 17, 2010, through September 30, 2010. The revised authorization amount will be \$66,978. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% Macatawa Area Coordinating Council Funds.

Criticality: These federally authorized funds must be made available in order for the MPOs to meet federal requirements set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount by \$55,523 in previously obligated FY 2008 and FY 2009 funds. The additional funds will allow the MPO to complete Ozone Action Day Program activities.

Benefit: Will provide funding for Ozone Action Day Program activities. This revision will increase the funds to the amount approved in the MPO's Unified Work Program (UWP) by the Federal Highway Administration.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% Macatawa Area Coordinating Council Funds.

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

Risk Assessment: If this revision is not approved, the MPO may not have sufficient funding to complete the Ozone Action Day Program activities, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

73. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Authorization Revision (Z7/R1) under Master Planning Agreement (2009-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will increase the authorization amount by \$127,236. The original authorization provides for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Muskegon metropolitan area. The authorization term remains unchanged, October 1, 2009, through September 30, 2010. The revised authorization amount will be \$132,332. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% WMSRDC Funds.

Criticality: These federally authorized funds must be made available in order for the MPOs to meet federal requirements set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount by \$127,236. The additional funds will allow the MPO to complete Ozone Action Day Program activities.

Benefit: Will provide funding for Ozone Action Day Program activities. This revision will increase the funds to the amount approved in the MPO's Unified Work Program (UWP) by the Federal Highway Administration.

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

* Denotes a non-standard contract/amendment

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

Risk Assessment: If this revision is not approved, the MPO may not have sufficient funding to complete the Ozone Action Day Program activities, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49443.

74. ***TRANSPORTATION PLANNING – Cab Car and Coach Refurbishment and Lease**

Contract (2009-0489) between MDOT and Great Lakes Central Railroad, Inc., will provide for the refurbishment and lease of 8 cab cars and 16 coaches for the Ann Arbor-Detroit Regional Rail Project and the Washtenaw-Livingston Line Project (WALLY). Work items will include the refurbishment and delivery of cab cars and coaches. MDOT will lease the cars for up to five years. The contract will be in effect from the date of award through December 31, 2014. The contract amount will be \$7,406,866. Toll credits in the amount of \$301,269 will be used to match Federal Funds. Source of Funds: 20% Federal Highway Administration Funds and 80% State Restricted Comprehensive Transportation Funds.

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

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

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

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

Commitment Level: This is a fixed unit price contract.

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

Cost Reduction: N/A.

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 48867.

SUB CONTRACTS

75.	Affordable Neon Enterprises, Inc. 111 Autumn Trail Marquette, MI 49855	Low Bid: 1st Year: 2nd Year: 3rd Year: 1st Optional Year: 2nd Optional Year: Engineer's Estimate: Over/Under:	\$ 20,016 \$ 6,672 \$ 6,672 \$ 6,672 \$ 6,672 \$ 6,672 \$ 20,133 - .6%
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Description of Work: Rest Area Janitorial Services and Grounds Maintenance

Approval is requested to authorize the Marquette County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at two scenic turnouts and the roadside park on M-28 in Marquette 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 eight 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 31, 2014. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at two scenic turnouts and the roadside park on US-28 in Marquette County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49855.

76. Dave Weckstrom E1056 H-44 Trenary, MI 49891	Low Bid:	\$ 27,048
	1st Year:	\$ 9,016
	2nd Year:	\$ 9,016
	3rd Year:	\$ 9,016
	1st Optional Year:	\$ 9,016
	2nd Optional Year:	\$ 9,016

Description of Work: Rest Area Janitorial Services and Grounds Maintenance

Approval is requested to authorize the Alger County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the Lake Superior scenic turnouts in Alger 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 six 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 31, 2014. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at the Lake Superior scenic turnouts in Alger County.

Benefit: Will provide for safe, clean, and properly supplied tourist facilities.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the areas could become unsafe.

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

Selection: Low bid.

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

Zip Code: 49891.

77. G & M Enterprises 19614 West 8 Mile Road Southfield, MI 48075	Low Bid:	\$152,937.04
	1st Year:	\$ 47,892.60
	2nd Year:	\$ 50,994.22
	3rd Year:	\$ 54,050.22

Description of Work: Street Sweeping

Retroactive approval is requested for maintenance services subcontracted in FY 2008, FY 2009, and FY 2010 by Washtenaw County Road Commission for street sweeping services, including sweeping along curbs and barrier walls, in Washtenaw County. The work was completed by the contractor for FY 2008 and FY 2009 with the approval of the County and MDOT. Through an oversight by MDOT, the paperwork was not submitted to the State Administrative Board for approval. Approval is now being sought to correct this error. The contract was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from January 1, 2008, through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: If the services are not performed, the debris on roadways will build up over time, disrupting proper drainage of state trunklines. The backup of drainage could lead to road flooding, which could result in costly future repairs and hazardous road conditions.

Purpose/Business Case: To retroactively provide for street-sweeping services performed in FY 2008 and FY 2009. Services for FY 2010 will include street-sweeping along state trunklines and barrier walls with debris disposal.

Benefit: Safer highways that are free from hazardous road obstructions.

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 work is not performed, the roadways could become hazardous.

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

Selection: Low bid.

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

Zip Code: 48075.

78.	Git-R-Clean dba Darcy Weber	Low Bid:	\$ 36,540
	303 North First Street	1st Year:	\$ 12,180
	Manistique, MI 49854	2nd Year:	\$ 12,180
		3rd Year:	\$ 12,180

Description of Work: Rest Area Janitorial Services and Grounds Maintenance

Approval is requested to authorize the Schoolcraft County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the Green School Roadside Park in Schoolcraft 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 31, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at the Green School Roadside Park in Schoolcraft County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49854.

79.	I.C.S. Janitorial dba Brian Salter 11405 West County Road 437 Manistique, MI 49854	Low Bid: 1st Year: 2nd Year: 3rd Year:	\$ 38,418 \$ 12,806 \$ 12,806 \$ 12,806
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Description of Work: Rest Area Janitorial Services and Grounds Maintenance

Approval is requested to authorize the Schoolcraft County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the Manistique River Roadside Park in Schoolcraft 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 31, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

- Criticality:** If the services are not performed, the rest area building and grounds will not be properly maintained. This work is needed to keep the rest area open for public use.
- Purpose/Business Case:** To provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at Manistique River Roadside Park in Schoolcraft County.
- Benefit:** Will provide for a safe, clean, sanitary, and properly supplied tourist facility.
- Funding Source:** 100% State Restricted Trunkline Funds.
- Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
- Risk Assessment:** If the work is not performed, the rest area could become unsafe.
- Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.
- Selection:** Low bid.
- New Project Identification:** This is routine maintenance and not a new project.
- Zip Code:** 49935.

80.	Jacques Cleaning 5794 G.5 Road Escanaba, MI 49829	Low Bid: 1st Year: 2nd Year: 3rd Year:	\$ 33,960 \$ 11,320 \$ 11,320 \$ 11,320
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Description of Work: Rest Area Janitorial Services and Grounds Maintenance

Approval is requested to authorize the Menominee County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the Cunard Roadside Park in Menominee County. The project was advertised, and five 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 31, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

- Criticality:** If the services are not performed, the rest area building and grounds will not be properly maintained. This work is needed to keep the rest area open for public use.
- Purpose/Business Case:** To provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at Cunard Roadside Park in Menominee County.
- Benefit:** Will provide for a safe, clean, and properly supplied tourist facility.

* Denotes a non-standard contract/amendment

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.

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

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

Selection: Low bid.

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

Zip Code: 49829.

81.	Jim Behrend	Low Bid:	\$ 35,496
	N15915 County Road 557	1st Year:	\$ 11,832
	Wilson, MI 49896	2nd Year:	\$ 11,832
		3rd Year:	\$ 11,832

Description of Work: Rest Area Janitorial Services and Grounds Maintenance

Approval is requested to authorize the Delta County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the Hyde Roadside Park in Delta County. The project was advertised, and five 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 March 31, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at Hyde Roadside Park in Delta County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49896.

82.	Joyce Genaw, Honey-Do-Crew 127 West Varnum Street Munising, MI 49862	Low Bid: 1st Year: 2nd Year: 3rd Year: 1st Optional Year: 2nd Optional Year:	\$ 24,900 \$ 8,300 \$ 8,300 \$ 8,300 \$ 8,300 \$ 8,300
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Description of Work: Rest Area Janitorial Services and Grounds Maintenance

Approval is requested to authorize the Alger County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the Deer Lake Roadside Park in Alger 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 seven 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 31, 2014. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at Deer Lake Roadside Park in Alger County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49862.

83.	M & R Lawncare	Low Bid:	\$ 22,368
	1791 County Road 496	1st Year:	\$ 7,456
	Ishpeming, MI 49849	2nd Year:	\$ 7,456
		3rd Year:	\$ 7,456
		1st Optional Year:	\$ 7,456
		2nd Optional Year:	\$ 7,456
		Engineer's Estimate:	\$ 35,700
		Over/Under:	- 37.3%

Description of Work: Rest Area Janitorial Services and Grounds Maintenance

Approval is requested to authorize the Marquette County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the Roadside Park on US-41 in Marquette 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 nine 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 31, 2014. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at the Roadside Park on US-41 in Marquette County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49849.

84.	M & R Lawncare 1791 County Road 496 Ishpeming, MI 49849	Low Bid:	\$ 24,492
		1st Year:	\$ 8,164
		2nd Year:	\$ 8,164
		3rd Year:	\$ 8,164
		1st Optional Year:	\$ 8,164
		2nd Optional Year:	\$ 8,164
		Engineer's Estimate:	\$ 39,900
		Over/Under:	- 38.6%

Description of Work: Rest Area Janitorial Services and Grounds Maintenance

Approval is requested to authorize the Marquette County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the roadside park on M-95 in Marquette 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 nine 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 31, 2014. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at the Roadside Park on M-95 in Marquette County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49849.

Funding Source:

79724A		
City of Detroit	2.53	%
Federal Highway Administration Funds	79.80	%
Marathon Petroleum	0.22	%
State Restricted Trunkline Funds	17.45	%
80011A		
AT&T	0.02	%
Buckeye Pipe Line Company	0.06	%
City of Detroit	12.46	%
Federal Highway Administration Funds	72.75	%
Marathon Petroleum	0.58	%
Michigan Consolidated Gas	0.01	%
State Restricted Trunkline Funds	14.12	%

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48217.

POST-AWARD REPORTING

BID LETTING

STATE PROJECTS

89.	LETTING OF AUGUST 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0908032	\$ 1,535,029.13	\$ 1,246,655.89
	PROJECT AR1 45021-81722		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 20, 2010		
	COMPLETION DATE - JULY 09, 2010		-18.79 %

1.54 mi of constructing a passing relief lane, hot mix asphalt crushing and shaping, surfacing, safety and drainage improvements on M-72 from west of Cedar Run Road easterly to east of County Road 651 (South Cedar Road), Leelanau County. This project includes two 5 year materials and workmanship pavement warranties.

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

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 2,862,542.19	Same	1 **
C & D Hughes, Inc.	\$ 2,986,859.99	Same	2
Kelcris Corporation	\$ 3,394,657.53	Same	3
Scodeller Construction, Inc.	\$ 3,526,430.95	Same	4
Tony Angelo Cement Construction Co.			
Causie Contracting, Inc.			
Walter Toebe Construction Company			
Doan Construction Co.			
Fessler & Bowman, Inc.			
Major Cement Co.			
Snowden, Inc.			

4 Bidders

93. LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
PROPOSAL 1001037	\$ 455,438.75	\$ 443,138.14
PROJECT ARU 82400-106829		
LOCAL AGRMT. 09-5678		% OVER/UNDER EST.
START DATE - APRIL 19, 2010		
COMPLETION DATE - JULY 01, 2010		-2.70 %

0.54 mi of hot mix asphalt road rehabilitation including cold milling, concrete base repairs, concrete pavement and sidewalk, hot mix asphalt paving, guardrail replacement, and pavement markings on Newburgh Road from Michigan Avenue (US-12) to Glenwood Road in the city of Wayne, Wayne County.

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

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 443,138.14	Same	1 **
Barrett Paving Materials Inc.	\$ 459,640.00	Same	2
Cadillac Asphalt, L.L.C.	\$ 493,439.22	Same	3
Tony Angelo Cement Construction Co.	\$ 493,886.25	Same	4
Lacaria Concrete Construction Inc.			
ABC Paving Company			
Ajax Paving Industries, Inc.			
C & D Hughes, Inc.			
Doan Construction Co.			
Major Cement Co.			

4 Bidders

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 578,829.80	Same	1 **
Concord Excavating & Grading, Inc.	\$ 598,507.05	Same	2
C L Trucking & Excavating, LLC	\$ 598,536.05	Same	3
Milbocker and Sons, Inc.	\$ 617,958.55	Same	4
BJ's and Sons Contracting Co, Inc.	\$ 627,906.14	Same	5
Hoffman Bros., Inc.	\$ 635,322.41	Same	6
Davis Construction, Inc.	\$ 638,004.15	Same	7
Cadwell Bros. Construction Company	\$ 651,984.11	Same	8
Bailey Excavating, Inc.	\$ 652,005.40	Same	9
Kammaing & Roodvoets, Inc.	\$ 666,656.30	Same	10
Rieth-Riley Construction Co., Inc.	\$ 667,907.00	Same	11
Nashville Construction Company	\$ 708,666.10	Same	12
Angelo Iafrate Construction Company	\$ 715,669.10	Same	13
Balkema Excavating, Inc.	\$ 753,367.50	Same	14
E.T. MacKenzie Company	\$ 769,941.05	Same	15
Perrin Construction Co., Inc.			
Schippers Excavating, Inc.			
Fonson, Inc.			
Sandborn Construction, Inc.			

15 Bidders

96.	LETTING OF FEBRUARY 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1002015	\$ 506,519.00	\$ 458,073.34
	PROJECT ARL 18016-102953		
	LOCAL AGRMT. 09-5768		% OVER/UNDER EST.
	START DATE - APRIL 12, 2010		
	COMPLETION DATE - JUNE 11, 2010		-9.56 %

2.00 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate shoulders, guardrail improvements, slope restoration, and pavement markings on Beaverton Road from Clare Avenue easterly to Cornwell Avenue, Clare County.

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 458,073.34	Same	1 **
Central Asphalt, Inc.	\$ 493,083.10	Same	2
Pyramid Paving and Contracting Co.	\$ 560,435.95	Same	3

3 Bidders

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 219,517.15	Same	1 **
Jack Dykstra Excavating, Inc.	\$ 228,240.15	Same	2
Eastlund Concrete Construction	\$ 234,246.69	Same	3
Kammaing & Roodvoets, Inc.	\$ 237,814.69	Same	4
Michigan Paving and Materials Comp	\$ 241,527.77	Same	5
Schippers Excavating, Inc.	\$ 257,821.45	Same	6
Weick Bros., Inc.	\$ 258,891.69	Same	7
Wadel Stabilization, Inc.	\$ 311,044.66	Same	8
Milbocker and Sons, Inc.			
Nashville Construction Company			
C & D Hughes, Inc.			
Diversco Construction Company, Inc.			
Hallack Contracting, Inc.			
Youngstrom Contracting, Inc.			
Brenner Excavating, Inc.			

8 Bidders

99.	LETTING OF FEBRUARY 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1002027	\$ 2,159,901.20	\$ 1,749,855.34
	PROJECT ARUL 03414-105974		
	LOCAL AGRMT. 09-5743		% OVER/UNDER EST.
	START DATE - MAY 29, 2010		
	COMPLETION DATE - SEPTEMBER 15, 2010		-18.98 %

1.00 mi of road reconstruction including hot mix asphalt paving, storm sewer, watermain, sanitary sewer, concrete curb, gutter, and sidewalk, and pavement markings on 40th Street from Washington Avenue to Lincoln Avenue in the city of Holland, Allegan County.

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

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Connan, Inc.	\$ 1,749,855.34	Same	1 **
Caledonia Excavating, Inc.	\$ 1,876,563.47	Same	2
Georgetown Construction Co.	\$ 1,879,718.95	\$ 1,879,198.95	3
C L Trucking & Excavating, LLC	\$ 1,893,366.34	Same	4
Bailey Excavating, Inc.	\$ 1,913,002.76	Same	5
Kentwood Excavating, Inc.	\$ 1,924,744.52	Same	6
Brenner Excavating, Inc.	\$ 1,940,931.79	Same	7
Schippers Excavating, Inc.	\$ 1,949,715.06	Same	8
Peters Construction Co.	\$ 2,015,670.46	Same	9
Milbocker and Sons, Inc.	\$ 2,029,162.83	Same	10
C & D Hughes, Inc.	\$ 2,039,617.15	Same	11
Hoffman Bros., Inc.	\$ 2,041,427.16	Same	12
Nashville Construction Company	\$ 2,126,194.90	Same	13
Dykema Excavators, Inc.	\$ 2,133,570.58	\$ 2,130,770.58	14
Diversco Construction Company, Inc.	\$ 2,144,366.26	Same	15
Kamminga & Roodvoets, Inc.	\$ 2,248,099.08	Same	16
Wyoming Excavators, Inc.	\$ 2,297,352.00	\$ 2,297,228.00	17
Nagel Construction, Inc.			
Wadel Stabilization, Inc.			
Pamar Enterprises, Inc.			
Kalin Construction Co., Inc.			
Jackson-Merkey Contractors, Inc.			
Dan Hoe Excavating, Inc.			
E.T. MacKenzie Company			

17 Bidders

100. LETTING OF FEBRUARY 05, 2010	ENG. EST.	LOW BID
PROPOSAL 1002031	\$ 289,088.62	\$ 287,189.34
PROJECT ARL 79026-39297		
LOCAL AGRMT. 09-5803		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - AUGUST 31, 2010		-0.66 %

2.04 mi of hot mix asphalt resurfacing, aggregate shoulders, and pavement marking on Irish Road from Willard Road northerly to Birch Run Road, Tuscola County.

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Co.	\$ 287,189.34	Same	1 **
Pyramid Paving and Contracting Co.	\$ 305,335.47	Same	2
Astec Asphalt, Inc.	\$ 344,048.18	Same	3
Albrecht Sand & Gravel Co.			

3 Bidders

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, L.L.C.	\$ 628,570.84	Same	1 **
Ace Asphalt & Paving Company	\$ 673,448.54	Same	2
Ajax Paving Industries, Inc.	\$ 743,065.69	Same	3
Florence Cement Company	\$ 757,877.81	Same	4
Barrett Paving Materials Inc.	\$ 779,153.30	Same	5
Pro-Line Asphalt Paving Corp.			

5 Bidders

103. LETTING OF FEBRUARY 05, 2010	ENG. EST.	LOW BID	
PROPOSAL 1002051	\$ 307,485.85	\$ 256,058.07	
PROJECT ARL 65129-102483			
LOCAL AGRMT. 09-5780		% OVER/UNDER EST.	
START DATE - JULY 19, 2010			
COMPLETION DATE - AUGUST 27, 2010		-16.73 %	

5.49 mi of hot mix asphalt ultra-thin overlay, aggregate shoulders, and pavement marking on State Road from Fairview Road northeasterly to M-33, Ogemaw County.

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving and Contracting Co.	\$ 256,058.07	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 264,290.90	Same	2
Rieth-Riley Construction Co., Inc.	\$ 285,379.00	Same	3

3 Bidders

104. LETTING OF FEBRUARY 05, 2010	ENG. EST.	LOW BID	
PROPOSAL 1002058	\$ 537,745.80	\$ 269,965.83	
PROJECT ARE 81081-106013			
LOCAL AGRMT. 09-5791		% OVER/UNDER EST.	
START DATE - 10 days after award			
COMPLETION DATE - MAY 28, 2010		-49.80 %	

Freighthouse restoration with steel structural reinforcement, concrete foundations, brick repair, sheet metal roofing, and demolition at the Ypsilanti Freighthouse at 100 Market Plaza in the city of Ypsilanti, Washtenaw County.

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Envision Builders, Inc.	\$ 269,965.83	Same	1 **
Sole Construction, Inc.	\$ 333,224.00	Same	2
J. R. Heineman and Sons, Inc.	\$ 372,300.00	Same	3
Brenca Contractors, Inc.	\$ 391,573.50	Same	4
Phoenix Contractors, Inc.	\$ 397,238.42	Same	5
Bernco, Inc.	\$ 407,018.95	Same	6
Gerace Construction Company, Inc.	\$ 427,375.61	Same	7
Beal Incorporated	\$ 459,313.51	Same	8
Irish Construction Company	\$ 495,900.88	Same	9
Stenco Construction Co., LLC			
North American Dismantling Corp.			

9 Bidders

105. LETTING OF FEBRUARY 05, 2010	ENG. EST.	LOW BID
PROPOSAL 1002064	\$ 590,209.40	\$ 523,219.62
PROJECT ARU 25402-106185		
LOCAL AGRMT. 09-5809		% OVER/UNDER EST.
START DATE - JUNE 21, 2010		
COMPLETION DATE - SEPTEMBER 17, 2010		-11.35 %

0.79 mi of cold milling hot mix asphalt and resurfacing, bridge deck overlay, concrete bridge approach, guardrail, and earthwork on Elms Road from south of Potter Road to Flushing Road, Genesee County.

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

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Company	\$ 523,219.62	Same	1 **
Pyramid Paving and Contracting Co.	\$ 549,050.98	Same	2
Barrett Paving Materials Inc.	\$ 568,430.21	Same	3
Cadillac Asphalt, L.L.C.	\$ 629,221.60	Same	4
Pro-Line Asphalt Paving Corp.			

4 Bidders

EXTRAS

106. **Extra 2010 - 42**

Control Section/Job Number: 47469-105625 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: San Marino Excavating, Inc.
5550 Mitchel Way
Howell, MI 48843

Designed By: Hubbell, Roth & Clark
Engineer's Estimate: \$607,920.00

Description of Project:

0.27 mi of road realignment and reconstruction including hot mix asphalt surfacing, concrete curb and gutter, drainage structures, culverts, storm sewers, and concrete sidewalks on Cleary Drive from Grand Oaks Drive to Cleary Drive on the Cleary University Campus, Livingston County.

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	June 16, 2009	
Original Contract Amount:	\$482,793.00	
Total of Overruns/Changes (Approved to Date):	11,077.23	+ 2.29%
Total of Extras/Adjustments (Approved to Date):	9,028.35	+ 1.87%
Total of Negative Adjustments (Approved to Date):	0.0	+ 0.00%
THIS REQUEST	<u>69,749.41</u>	<u>+ 14.45%</u>
Revised Total	<u>\$572,647.99</u>	+ 18.61%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.16% over the original budget for an **Authorized to Date Amount** of \$502,898.58.

Approval of this extra will place the authorized status of the contract 18.61% or \$89,854.99 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 12 r.1, 13 r.1, 15, 16, 18

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

CM 12		
Geogrid, Modified	2,953.720 Syd @ \$7.62/Syd	\$22,507.35
Subgrade Undercutting, Type 1 Modified	1,313.970 Cyd @ \$31.49/Cyd	<u>41,376.92</u>
Total		<u>\$63,884.27</u>
CM 13		
Dr. Structure, 24" dia	1.000 Ea @ \$790.00/Ea	\$790.00
Total		<u>\$790.00</u>
CM 15		
Exploratory Excavation	1.000 Hr @ \$165.00/Hr	\$165.00
Restocking Fee	1.000 Dlr @ \$1,015.00/Dlr	1,015.00
Standby Time	1.000 Dlr @ \$325.00/Dlr	325.00
Stand-By Time	1.000 Dlr @ \$1155.00/Dlr	1,155.00
Sewer Bulkhead, 12 inch	1.000 Ea @ \$135.00/Ea	<u>135.00</u>
Total		<u>\$2,795.00</u>
CM 16		
Culv End Section, Rem & Reset 18"	2.000 Ea @ \$270.00/Ea	\$540.00
Valve Box Adjust	1.000 Ea @ \$225.00/Ea	<u>225.00</u>
Total		<u>\$765.00</u>
CM 18		
Post Steel, 3 lbs	13.000 Ft @ \$5.35/Ft	\$69.55
Culv End Rem, Less than 24 inch	2.000 Ea @ \$145.00/Ea	290.00
Dr Structure Adj, Add Depth	7.300 Ft @ \$158.30/Ft	<u>1,155.59</u>
Total		<u>\$1,515.14</u>
Grand Total		<u>\$69,749.41</u>

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

CM 12

Due to poor soil and stability issues encountered on the road area between stations 8+00 to 10+82, the geotechnical Engineer recommended subgrade undercutting, type 1 mod along with geogrid, modified on those specific areas. This will improve the stability of the embankment fill and render the embankment fill suitable for support of the planned roadway pavement section it was recommended that the upper two feet of the embankment consists of a single layer of Tensar BX 1300 (or equivalent) geogrid, and a 2 foot layer of 1" X 3" crushed concrete placed and compacted over the geogrid. This was not included in the original plans and is not a plan error. The extra cost for Geogrid, Modified and Subgrade Undercutting, Type 1 Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is deemed reasonable when compared to MDOT's Average Unit Price Index.

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

CM 13

An additional 24" diameter drainage structure was added on Cleary Drive near Grand Oaks to improve drainage. Slope of hill on Grand Oaks on South side of Cleary Drive exceeds maximum slope per Livingston County Road Commission. Additional grading in ditch required to create positive drainage. This was not included in the original plans and is not a plan error. The extra cost for Dr. Structure, 24" dia. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is deemed reasonable when compared to MDOT's average unit price index.

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

CM 15

Exploratory digging was necessary after an existing corrugated metal pipe (CMP) culvert was located on the north side of Cleary Drive at approximately Sta. 3+00. One hour of total exploratory excavation was performed (Work Order # 16). This was not included in the original plans and is not a plan error. This was discussed and approved by the Project Engineer. The extra cost for Exploratory Excavation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's average unit price index.

Restocking Fee for the fire hydrant and the 12" CMP culvert, which were proposed on the plans but were not installed. This was not included in the original plans and is not a plan error. Payment is based on the invoice submitted by the contractor (Work Order # 15). This was discussed and approved by the Project Engineer. The extra cost for Restocking fee submitted by the contractor via invoice deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and was determined per Section 103.04 of the 2003 Standard Specifications for Construction.

Stand-by time for Michigan Water Works to pick up a 16" tapping sleeve for the hydrant connection, after the 12" tapping sleeve was already on site. Water main was incorrectly labeled 12" on the plans. Payment is based on the invoice submitted by the contractor (Work Order # 17). This was discussed and approved by the Project Engineer. The extra cost for Stand-by-time submitted by the contractor via invoice deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and was determined per Section 103.04 of the 2003 Standard Specifications for Construction.

Stand-by time for grading revisions to storm sewer was due to grade issues at intersection of Grand Oaks and Cleary Drive. Contractor went to install 18" culverts and noticed grades were not going to work and needed revised grades due to revised and additional storm sewer and catch basins installed. Two hours downtime requested by the contractor and approved by the Project Engineer (Work Order # 19). The extra cost for Stand-by-time submitted by the contractor via invoice deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and was determined per Section 103.04 of the 2003 Standard Specifications for Construction. .

CB No. 1 was eliminated from the contract and will be balanced at the end of the project. The contractor bulkheaded the opening in CB No. 2 for the 12 inch storm pipe to CB no. 1 (Work Order # 14). The Engineer approves the unit price submitted. See work order number 14. This was discussed and approved by the Project Engineer. The extra cost for Sewer Bulkhead, 12 inch was negotiated per Section 103.04 of 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

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

CM 16

The proposed ESI and ES2 were installed per original plan and then the Contractor had to remove and reinstall both end sections due to grade revisions at Grand Oaks Entrance (Work Order # 21). This was discussed and approved by the Project Engineer. This was not included on the original plans. The extra cost for Culv End Section, Remove and Reset, 18” was negotiated per Section 103.04 of 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT’s Average Unit Price Index.

A valve box adjustment was needed on the existing hydrant on the north side of Cleary Drive at approximately Sta 3+45. The existing ditch was filled in and the valve box had to be adjusted to grade (Work Order # 20). This was discussed and approved by the Project Engineer. This was not included on the original plans. The extra cost for Valve Box Adjust was negotiated per Section 103.04 of 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT’s Average Unit Price Index.

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

CM 18

Steel post for stop sign at intersection of Grand Oaks and Cleary Drive was inadvertently omitted from the contract and was needed to install the stop sign (Work Order # 23). This was discussed and approved by the Project Engineer. This was not included on the original plans. The extra cost for Post, Steel, 3 Lbs was negotiated per Section 103.04 of 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT’s Average Unit Price Index.

Removal of two existing 12 inch end sections from the existing culvert at Sta 12+48 was not shown on the plans. The end sections needed to be removed to extend the culvert under the new road location. Existing end sections could not be salvaged because the end sections were connected to the pipe and could not be removed without damaging the structural integrity (Work Order # 24). This was discussed and approved by the Project Engineer. This was not included on the original plans. The extra cost for Culv End, Rem, Less than 24 inch was negotiated per Section 103.04 of 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT’s Average Unit Price Index.

Dr. Structure, Add Depth of 24 inch dia, 8 feet to 15 feet, was incorrectly shown on the proposal for adjustment of MH 11, which is a 48 inch diameter structure. In order to correct this error this new pay item was needed for placement (Work Order # 25). This was discussed and approved by the Project Engineer. This was not included on the original plans. The extra cost for Dr Structure, Adj, Add Depth was negotiated per Section 103.04 of 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT’s Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its March 25, 2010, meeting, and are now recommended for approval by the State Administrative Board on April 6, 2010.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 61.60%; Livingston County, 38.40%, 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: 48843.

107. **Extra 2010 - 43**

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):	(231,275.90)	- 0.62%
Total of Extras/Adjustments (Approved to Date):	2,845,011.42	+ 7.65%
Total of Negative Adjustments (Approved to Date):	(102,409.70)	- 0.28%
THIS REQUEST	<u>14,651.90</u>	+ <u>0.04%</u>
Revised Total	<u>\$39,706,018.78</u>	+ 6.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.75% over the original budget for an **Authorized to Date Amount** of \$39,691,366.88.

Approval of this extra will place the authorized status of the contract 6.79% or \$2,525,977.72 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
2010-22	65 r.1, 66, 67, 69	\$100,874.07	02/16/10

Contract Modification Number(s): 70

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

CM 70 55420A

Row Clearing Force Acct.	2,282.900 Dlr @ \$1.00/Dlr	\$2,282.90
Slope Restoration	4,340.000 Syd @ \$2.85/Syd	<u>12,369.00</u>
Total		<u>\$14,651.90</u>

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

CM 70

The Right of Way fence at Cotton Road and WB-1-94 had numerous breaks. Since the construction of the Wal-Mart store at this location, the condition of the fence had become a safety issue. The Macomb TSC directed the contractor to remove and replace the fence because of the concern for public safety.

The contractor requested that the work done for Right of Way Clearing be done under Force Account. The Macomb TSC agreed to this request. This is the final field measure quantity. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor cannot come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.”

Installation of the Right-of-Way (ROW) fence was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and deemed reasonable when compared to MDOT’s Average Unit Price Index.

Due to the clearing and installation of the ROW fence, the slope in the area needed to be restored. This is the final field measure quantity. The extra cost for Slope Restoration was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and deemed reasonable when compared to MDOT’s Average Unit Price Index.

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 6, 2010.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source:

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.

108. **Extra 2010 - 44**

Control Section/Job Number:	81020-89889	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extras exceed the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras	
Contractor:	Walter Toebe Construction Company P. O. Box 930129 Wixom, MI 48393	
Designed By:	Orchard, Hiltz, and McCliment, Inc. City of Ypsilanti MDOT	
Engineer's Estimate:	\$353,656.30	
Description of Project:	Resurfacing of existing bridge deck with shallow concrete overlay, cold milling and resurfacing road approach pavement, placing riprap around piers, and maintaining traffic on LeForge Street over Huron River, Washtenaw County.	

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	July 17, 2009	
Original Contract Amount:	\$372,777.23	
Total of Overruns/Changes (Approved to Date):	8,186.04	+ 2.20%
Total of Extras/Adjustments (Approved to Date):	2,624.40	+ 0.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>65,074.54</u>	<u>+ 17.46%</u>
Revised Total	<u>\$448,662.21</u>	+ 20.36%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.90% over the original budget for an **Authorized to Date Amount** of \$383,587.67.

Approval of this extra will place the authorized status of the contract 20.36% or \$75,884.98 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

CM 2

Bridge Deck-Force Acct, Hand Chip and Debris Rem	1.000 Ls @ \$65,074.54/Ls	<u>\$65,074.54</u>
Total		<u>\$65,074.54</u>

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

CM 2

During the process of hydro-demolition of the bridge deck, it was discovered that the hydro-demolition process was removing the entire deck and the deteriorated top flange of the pre-cast box beam. During the preparation of the project documents and plans, it was thought that an existing thin overlay of the original bridge deck was previously placed and had worn through to the original deck. In actuality, what was found during construction was that the thin overlay was the actual bridge deck and was placed immediately on top of the box beam flanges. Over time, this thin deck overlay had severely deteriorated and exposed the top flange of the box beams to a significant level of deterioration. After much discussion with Alan McComb, OHM, MDOT Brighton TSC (Dan Garcia) and the Lansing Construction office, it was decided to hand chip the existing overlay and top of the beam flange to remove the severely deteriorated portions of the combination deck and top flange. Once removed, the deck and beam flange would be replaced as a composite deck and bridge flange for a more structurally sound end result. The work of hand chipping this deteriorated concrete from the bridge was tracked by force account methods, as this was the most economically prudent way to reimburse the contractor for the work. This method was previously discussed and concurred with by Dan Garcia of the MDOT Brighton TSC, Steve Kahls of the Lansing Construction Office and Alan McComb, Project Engineer. A unit price for Bridge Deck-Force Acct, Hand Chip and Debris Rem could not be agreed to, so the work was done on a force account basis. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.” These records are included in the project files.

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 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on April 6, 2010.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source:

89889A: State Restricted Trunkline, 95.00%; City of Ypsilanti, 5.00%, unless otherwise noted.

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

Risk Assessment: 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: 48197.

109. **Extra 2010 - 45**

Control Section/Job Number:	82022-101329	MDOT Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Stante Excavating Co., Inc. 7440 Salem Road Northville MI 48168	
Designed By:	Parsons Brinckerhoff, Inc. MDOT	
Engineer's Estimate:	\$3,057,073.22	

Description of Project:

0.53 mi of concrete ramp reconstruction, grading, drainage work, signing, pavement markings, and related work at I-94 and Ecorse Road in the city of Taylor, Wayne County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 18, 2009	
Contract Date:	September 1, 2009	
Original Contract Amount:	\$2,885,310.27	
Total of Overruns/Changes (Approved to Date):	0.00	+0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>162,718.15</u>	<u>+ 5.64%</u>
Revised Total	<u>\$3,048,028.42</u>	+ 5.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$2,885,310.27.

Approval of this extra will place the authorized status of the contract 5.64% or \$162,718.15 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

CM 1

Cold Milling HMA Transition	1.000 LS @ \$4,750.07/LS	\$4,750.07
Erosion Control, Temporary Stabilization	1.000 LS @ \$8,950.00/LS	8,950.00
Sewer, Abandon	220.000 Ft @ \$15.00/Ft	3,300.00
Subgrade Undercutting Fill Special	7,400.000 Ton @ \$18.75/Ton	138,750.00
Video Taping Sewer and Culv Pipe	3,787.000 Ft @ \$1.84/Ft	6,968.08
Total		<u>\$162,718.15</u>

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

CM 1

The contractor was required to mill a two-foot-wide strip at the top and bottom of each ramp in order to transition the new concrete pavement into the adjacent HMA surfaces. This item was not included in the original contract and there are no offsetting items. A unit price for Cold Milling HMA Transition could not be agreed to so the work was done on a force account basis. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.” These records are included in the project files.

The item Erosion Control, Temporary Stabilization, was added to the contract in order to stabilize the disturbed areas for Ramp C and Ramp D during the winter shut down. Due to seasonal restrictions, the permanent restoration items will be completed in the Spring. This item was not included in the original contract and there are no offsetting items. The contractor provided a lump sum price. The extra cost for Erosion Control, temporary stabilization was converted to unit prices based on plan quantities for the restoration work on ramps C & D and was negotiated per section 103.04 of the 2003 standard Specifications for Construction and deemed reasonable based on MDOT’s Average Unit Price Index.

The item Sewer, Abandon is being added to the contract in order to properly abandon the sewer under Ecorse Road with flowable fill, as approved by Wayne County. This item is not a standard MDOT item and was not included in the original contract and there are no offsetting items. The extra cost for Sewer Abandon was negotiated per section 103.04 of the 2003 standard Specifications for Construction and deemed reasonable based on average Unit Price Index.

After consultation with Region M&T, it was decided that due to wet and weak soils, it was necessary to undercut the subgrade and back fill with crushed concrete or limestone to provide an adequate base for paving and the required structural support. The item Subgrade Undercutting Fill Special was not included in the original contract and there are no offsetting items. The quantity specified is an estimate for work completed, plus the remaining two ramps. The extra cost for this item was negotiated per section 103.04 of the 2003 standard Specifications for Construction and is deemed reasonable based on MDOT's Average Unit Price Index.

The Video Taping Sewer and Culv Pipe item was added to the contract in order to allow for video taping services following completion of grading operations. This item was not included in the original contract and there are no offsetting items. The extra cost for this work was negotiated per section 103.04 of the 2003 standard Specifications for Construction and deemed reasonable based on Average Unit Price Index.

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

This Extra is recommended for approval by the State Administrative Board on April 6, 2010.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 90.00%; State Restricted Trunkline, 8.93%; City of Taylor, 1.07%, 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: 48180.

110. **Extra 2010 - 46**

Control Section/Job Number: 84917-100556 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: J. Ranck Electric, Inc.
1993 Gover Parkway
Mt. Pleasant, MI 48858

Designed By: MDOT
Engineer's Estimate: \$886,552.79

Description of Project:

Traffic signal modernization on various state trunkline locations in the cities of Detroit, Pontiac, and Dearborn, Macomb, Oakland, St. Clair, and Wayne Counties.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	September 14, 2007	
Original Contract Amount:	\$806,150.27	
Total of Overruns/Changes (Approved to Date):	(174,218.48)	-21.61%
Total of Extras/Adjustments (Approved to Date):	80,380.58	+ 9.97%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>134,989.78</u>	<u>+ 16.74%</u>
Revised Total	<u>\$847,302.15</u>	+ 5.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.64% under the original budget for an **Authorized to Date Amount** of \$712,312.37.

Approval of this extra will place the authorized status of the contract 5.10% or \$41,151.88 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-59	9	\$42,000.00	05/19/09

Contract Modification Number(s): 11 r1, 14, 15, 16 r1, 18 r1

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

CM 11 r. 1

Autoscope Camera Installation	1.000 LS @ \$8,453.04/Ea	\$8,453.04
Service Connect and Reconnect	1.000 Ea @ \$200.00/Ea	200.00
T.S., Flashing yellow add-on, 4 th Level	4.000 Ft @ \$200.00/Ft	800.00
Cable, Sec, 600V, 1, 3C#6	100.000 Ft @ \$4.00/Ft	400.00
Cable, Sec, Triplex, 1, 3/C #4	250.000 Ft @ \$4.00/Ft	1,000.00
Curb and Gutter, Conc, Det F4	50.60 Ft @ \$57.75/Ft	2,922.15
Detectable Warning, Retrofit	10.000 Sft @ \$31.50/Sft	315.00
Excavation, Earth	121.26 Cyd @ \$50.00/Cyd	6,063.00
Pavt Mrkg, Ovly Cold Plastic, 6", X-Walk	92.00 Ft @ \$2.78/Ft	255.76
Pavt Mrkg, Ovly Cold Plastic, 18", Stop Bar	42.00 Ft @ \$8.35/Ft	350.70
Total		<u>\$20,759.65</u>

CM 14

Strain Pole Fdn, Cased, Mod	1.000 Dir @ \$66,014.06/Dir	66,014.06
Total		<u>\$66,014.06</u>

CM 15

Concrete, Grade HE	18.000 Cyd @ \$12.60/Cyd	226.80
Repair damaged street lighting cable	1.000 Dlr @ \$1,408.43/Dlr	1,408.43
Sprinkler Repair	1.000 Dlr @ \$307.44/Dlr	307.44
Total		<u>\$1,942.67</u>

CM 16 r. 1

Case Sign, Two Way, 24"x30", LCD	2.000 Ft @ \$3,800/Ft	7,600.00
Controller and Cabinet, 8200031 Digital Type Actuated	2.000 Ea @ \$1,600/Ea	3,200.00
Controller and Cabinet, Digital Type, Del	2.000 Ea @ \$17,400.00/Ea	34,800.00
Total		<u>\$45,600.00</u>

CM 18 r. 1

Slope Restoration	99.600 Syd @ \$4.00/Syd	398.40
Temporary Pedestrian Access	275.000 Dlr @ \$1.00/Dlr	275.00
Total		<u>\$673.40</u>

Grand Total **\$134,989.78**

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

CM 11

The item Autoscope Camera Installation was for work done at the M-59/Fisk and M-59/ Teggerdine intersections, both of which use cameras instead of traffic loops. It was not an original item as part of the Indefinite Delivery Traffic Signal project and there are no offsetting items. This work was discussed and approved by Lansing Signal Design. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

The pay item Service Connect and Reconnect was needed at M-59 and Fisk to enable the autoscope cameras and to furnish and install a wood pole and secondary wiring to the service disconnect. This work was done due to DTE's inability to provide the needed work in a timely fashion. There are no offsetting items. This was discussed and approved by Lansing Signal Design. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

The pay item TS Flashing Yellow add-on, 4th Level was needed on M-59 at Teggerdine and M-59 at Fisk in order to be in compliance with updated design standards. There are no offsetting items. It was discussed and approved by Lansing Signal Design. 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 reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and the actual costs for materials, and were negotiated per Section 103.04 of the Standard Specifications for construction.

This item was for the work performed for pay item Cable, Sec, 600V, 1, 3/C # 4 that was needed at US-12 and Lapham/Ternes in order to be in compliance with electrical codes at this location. There are no offsetting items. It was discussed and approved by Lansing Signal Design. 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 reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and the actual costs for materials, and were negotiated per Section 103.04 of the Standard Specifications for construction.

The item Cable, Sec, Triplex, 1, 3/C # 4 was needed at M-59 and Fisk and which is used by DTE in this application. The contractor had to purchase this special cable for DTE in order to be in compliance with electrical codes at this location. There are no offsetting items. It was discussed and approved by Lansing Signal Design. 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 reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and the actual costs for materials, and were negotiated per Section 103.04 of the Standard Specifications for construction.

The pay item Curb and Gutter, Conc., Det. F4 was needed at M-24 and Broadway to match the existing surrounding curb. There are no offsetting items. It was discussed and approved by the Resident Engineer. The cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable when compared to MDOT's Average Unit Price Index.

Detectable Warning, Retrofit was needed at M-24 and Broadway. It was less expensive than removing the existing sidewalk which was recently placed and was in compliance with ADA specifications. There are no offsetting items. It was discussed and approved by the Resident Engineer. The cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable when compared to MDOT's Average Unit Price Index.

Excavation, Earth was needed at M-24 and Broadway to grade surrounding area to the newly placed sidewalk. The work removed the material that had been excavated to allow trench box placement for cutting the abandoned sewer. There are no offsetting items. This item was discussed and approved by Lansing Signal Design and the Metro Region Soils Engineer. The cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable when compared to MDOT's Average Unit Price Index.

This item was for the work performed for pay item Pavt Mrkg, Ovly Cold Plastic, 6", X-Walk that was needed at the new sidewalk ramps at M-24 and Broadway and which directed pedestrians to walk to the sidewalk ramp on other side of the road for safety. There are no offsetting items. This was discussed and approved by the Resident Engineer. The cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable when compared to MDOT's Average Unit Price Index.

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

CM 14

Strain Pole Fdn, Cased, Mod is to compensate the Contractor for all costs to install 6 strain pole foundations at US-12 and Ternes/Lapham. The foundations were shown to be installed in limited MDOT ROW between US-12 and various store fronts, which also included had numerous utilities. To avoid active utilities, the 3 foundations on the south side of US-12 required cutting through abandoned water mains buried approximately 10' below pavement surface. This required vac trucks to excavate, in order to not disturb adjacent utilities and trench boxes, in order to allow a laborer to be able to perform cutting and bulk heading. After cutting, the water mains had to be pumped to remove any remaining water. Flowable fill was then poured into the excavation to provide a stable surrounding condition for building the foundations. Additionally, during construction, Region Soils recommended re-steel be added to all 6 foundations to bring them into conformance with updated design standards. There are no offsetting items. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for construction.

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

CM 15

The pay item Concrete, Grade HE was needed to increase the concrete cement content which allows for faster cure times in both the sidewalk (due to heavy pedestrian traffic) and in a commercial driveway (due to the need to open to vehicular traffic ASAP). There are no offsetting items. This was discussed and approved by the Resident Engineer. The cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable when compared to MDOT's Average Unit Price Index.

This item, Repair damaged street lighting cable, was needed during auguring for the strain pole foundations on the west side of M-24 east of the sidewalk. The contractor hit and damaged the conduit and cable for the village street lights. The cables were not marked by Miss Dig and did not appear to be located under the sidewalk. The village of Oxford had a contractor perform this work, and this item compensates the village of Oxford for their costs. There are no offsetting items and the cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

The item Sprinkler Repair was needed at the Oxford location to repair the existing sprinkler system that was damaged during the installation of the strain pole foundation and the sidewalk to bring the existing area into compliance with ADA requirements. There are no offsetting items and the cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

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

CM 16

This item was for the work performed for pay item Case Sign, Two Way, 24X30, LCD that was needed per Lansing signal design direction preferable to use LED due to longer life, lower electrical costs, and issues with disposal of mercury vapor lights. There is an offsetting item which will be balanced at the end of the project and the cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

This item was for the work performed for pay item Controller and Cabinet, Digital type actuated is required because the Lansing Traffic Signals Unit requested that this type of cabinet be used at the Telegraph and Garner signal location. Need to use the latest updated cabinet. There will be an offset in the original pay item at a later date. This item was not in the original contract. This was discussed and approved by Lansing signal design. The cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

This item was for the work performed for pay item Controller and Cabinet, Digital type delivered is required because the Lansing Traffic Signals Unit requested that this type of cabinet be used at two additional locations at M-24 and Broadway and at US-12 and Lampham and Ternes signal location. Need to use the latest updated cabinet. There will be an offset in the original pay item at a later date. This item was not in the original contract. This was discussed and approved by Lansing signal design. The cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

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

CM 18

The signal location in Yale, MI required extensive sidewalk work to bring the intersection into compliance with ADA requirements; , this work wasn't shown on the plans and involved additional grading and restoration beyond that which would normally be required for a traffic signal upgrade. This work involved creating a Temporary Pedestrian Access to be used during the sidewalk construction work. The negotiated price reached is reasonable for this item in this 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 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on April 6, 2010.

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

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

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

Funding Source: FHWA, 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: 48075.

111. **Extra 2010 - 47**

Control Section/Job Number: 37014-86273 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: Miller Development, Inc.
2700 North Wyman Road
Weidman, MI, 48893

Designed By: Rowe, Inc.
Engineer's Estimate: \$585,340.10

Description of Project:

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Chippewa Road at Little Salt River, Isabella County.

Administrative Board Approval Date:	September 23, 2008	
Contract Date:	September 23, 2008	
Original Contract Amount:	\$471,841.80	
Total of Overruns/Changes (Approved to Date):	10,921.27	+ 2.31%
Total of Extras/Adjustments (Approved to Date):	70,669.74	+ 14.98%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,237.63</u>	<u>+ 1.11%</u>
Revised Total	<u>\$558,670.44</u>	+ 18.40%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.29% over the original budget for an **Authorized to Date Amount** of \$553,432.81.

Approval of this extra will place the authorized status of the contract 18.40% or \$86,828.64 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-97	2	\$24,589.29	07/21/09

Contract Modification Number(s): 3

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

CM 3

Substructure Conc - Special	1.020 Cyd @ \$1,332.70/Cyd	\$1,359.35
Replaced, Damaged Lights	2.000 Ea @ \$15.00/Ea	30.00
Temp Traf, Control Items Adjustment, Approved Extension of Contract Time	805.080 Dlr @ \$1.00/Dlr	805.08
Conc, Grade T	9.510 Cyd @ \$320.00/Cyd	<u>3,043.20</u>
Total		<u>\$5,237.63</u>

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

CM 3

The increase in the extra item Substructure Conc – Special was needed due to the need to raise the elevation of the box beams from the plan elevation. This was due to a large runoff of rain and snow melt this past winter. The water was backed downstream, contributing to the water elevation coming up onto the beams 12-18". Thus the need to raise the beams to a level equal to the old beams low steel elevation or higher to keep the beams out of the water. This increase in the extra item Substructure Conc – Special reflects the Final Field Measurement. Costs for the time, equipment, and materials necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and were negotiated per Section 103.04 of the Standard Specifications for Construction.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged Type C Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

Contractor requested payment for usage of the traffic control devices and signage during the extension of contract time, this time frame was for the additional work required to complete the project. See the following documentation. (9-28-08 to 6-19-09 =264 days & 6-20-09 to 8-26-09 = 68 days which gives a factor of 6811264 = 0.2575)

Item Description	Item Code	Prop	Units	Quantity	Unit Price	Factor	Totals
Barr, Type III, Fum	8120005	0270	Ea	6.00	\$190.00	0.2575	\$293.55
Barr, Type III, Oper	8120006	0280	Ea	6.00	\$ 5.00	0.2575	\$ 7.73
Sign, Type B, Temp, Prismatic, Fum	8120135	0290	Sft	301.00	\$ 5.00	0.2575	\$387.54
Sign, Type B, Temp, Prismatic, Oper	8120136	0300	Sft	301.00	\$ 1.50	0.2575	\$116.26
TOTAL (0.17 % of original contract)							\$ 805.08

A contract adjustment was calculated per the specification section above. Therefore, the cost for Traffic Control Extension of Time Adjust was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

The extra item Conc, Grade T was needed due to the ground surface not being solid after excavation. This will provide a solid work surface in the excavated trench. This was not included in original plans and specifications but was approved by the project engineer. The cost for Conc. Grade T was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and deemed reasonable when compared with MDOT's Average Unit Price Index

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

This Extra was recommended for approval by the State Transportation Commission at its March 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on April 6, 2010.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 79.78%; State Restricted Trunkline, 14.96%; Isabella County, 5.26, unless otherwise noted.

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

Risk Assessment: 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: 48883.

112. **Extra 2010 - 48**

Control Section/Job Number:	41609-87697	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extras exceed the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Diversco Construction Company, Inc. 570 Market Ave. Grand Rapids MI 49503	
Designed By:	Kent County Road Commission Ottawa County Road Commission	
Engineer's Estimate:	\$346,094.10	
Description of Project:	0.30 mi of road reconstruction including concrete curb and gutter, culvert, hot mix asphalt paving, and pavement markings on Kenowa Avenue at 76th Street/Riley Street, Kent County.	

Administrative Board Approval Date:	December 2, 2008	
Contract Date:	December 19, 2008	
Original Contract Amount:	\$302,285.40	
Total of Overruns/Changes (Approved to Date):	23,134.80	+ 7.65%
Total of Extras/Adjustments (Approved to Date):	\$ 9,618.74	+ 3.18%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>81,384.91</u>	<u>+ 26.92%</u>
Revised Total	<u>\$416,423.85</u>	+ 37.75%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.83% over the original budget for an **Authorized to Date Amount** of \$335,038.94.

Approval of this extra will place the authorized status of the contract 37.75% or \$114,138.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r.1, 3, 4

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

CM 2

Cement Bag	168.000 Ea @ \$17.80/Ea	\$2,990.40
Type C Light Replacement	1.000 Ea @ \$15.00/Ea	15.00
Culv, C1 B, 12 inch	194.000 Ft @ \$17.50/Ft	\$3,395.00
Culv, C1 B, Conc, 36 inch	40.000 Ft @ \$68.00/LS	2,720.00
Curb and Gutter, Conc, Det B2	200.000 Ft @ \$20.00/Ft	4,000.00
Excavation, Peat	2,558.000 Cyd @ \$9.00/Cyd	23,022.00
Masonry and Conc Structure, Rem	10.000 Cyd @ \$45.00/Cyd	450.00
Total		<u>\$36,592.40</u>

CM 3

Barric, Type III, High Intens, Lighted, Fum	5.000 Ea @ \$138.75/Ea	\$693.75
Barric, Type III, High Intens, Lighted, Oper	5.000 Ea @ \$68.25/Ea	341.25
Curb and Gutter, Conc, Det B2	79.500 Ft @ \$20.00/Ft	1,590.00
Backfill, Swamp	275.270 Cyd @ \$6.50/Cyd	1,789.26
Total		<u>\$4,414.26</u>

CM 4

Backfill, Swamp	4,953.730 Cyd @ \$6.50/Cyd	\$32,199.25
Storm Damage Cleanup	1.000 LS @ \$4,834.00/LS	4,834.00
Geotextile Separator	1,338.000 Syd @ \$2.50/Syd	3,345.00
Total		<u>\$40,378.25</u>

Grand Total **\$81,384.91**

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

CM 2 r.1

The item Cement Bag is being added to the contract due to roadway reconstruction operations to be placed at Kenowa Street between Sta. 11+13 RT and 11+38 RT to retain proposed roadway slope at north and south sides of extended area. This was approved by the Project Engineer. This item was not included in the original plans and there are no offsetting items. The extra cost for Cement Bag was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged and Replaced Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

Due to an existing enclosed ditch on Kenowa street the item Culv, Cl B, 12 inch is being added to the contract to provide a better slope to ROW on Kenowa Ave between Sta. 11+57 to 13+56. This was approved by the Project Engineer. This item was not included in the original plans and there are no offsetting items. The extra cost for Culv, Cl B, 12 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Culv, Cl B, Conc, 36 inch is being added to the contract due to existing field entrance at Riley Road between Sta. 18+78 to 19+07 required to be relocated to a different location as this section of Riley is to be obliterated. Engineer directs contractor to place relocated field entrance at Kenowa Ave sta 7+50 to 7+98. New field entrance will require 36" culvert to be installed at that location. This was approved by the Project Engineer. This item was not included in the original plans and there are no offsetting items. The extra cost for Culv, Cl B, Conc, 36 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Curb and Gutter, Conc. Det B2 is being added to the contract due to plan placement of Curb and Gutter Det F4 at Kenowa/76th Intersection between Sta. 9+05 to 10+83 is to be replaced with Curb and Gutter Det B2 to facilitate future roadway maintenance. Original item will be balanced at the end of the project completion. This item was not included in the original plans and was approved by the Project Engineer. The extra cost for Curb and Gutter Conc. Det B2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Excavation, Peat is being added to the contract due to existing soil along relocated alignment of Riley Street from Sta. 16+00 to 19+50 found during earth excavation operations to be unsuitable and will be replaced with Class II backfill to a depth equal to elevation of bottom of bedding of concrete box culvert at Riley Sta. 18+00. Original item will be balanced at the end of the project completion. This item was not included in the original plans and was approved by the Project Engineer. The extra cost for Excavation, Peat was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Masonry and concrete structure, rem is being added to the contract due to unforeseen concrete structures were encountered during excavation on Kenowa Street between sta. 8+75 and 11 +29. This was approved by the Project Engineer. This item was not included in the original plans and there are no offsetting items. The extra cost for Masonry and concrete structure, rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

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

CM 3

The item Barric, Type III, High Intens, Lighted, Furn is being replaced with Type III barricades project wide for improved work zone safety. Original item will be balanced at the end of the project completion. This item was not included in the original plans and was approved by the Project Engineer. The extra cost for Barric, Type III, High Intens, Lighted, Furn was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Barric, Type III, High Intens, Lighted, Oper is being replaced with Type III barricades project wide for improved work zone safety. Original item will be balanced at the end of the project completion. This item was not included in the original plans and was approved by the Project Engineer. The extra cost for Barric, Type III, High Intens, Lighted, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Curb and Gutter, Conc. Det B2 is being added to the contract due to plan placement of Curb and Gutter Det F4 at Kenowa/76th Intersection between Sta. 9+05 to 10+83 is to be replaced with Curb and Gutter Det B2 to facilitate future roadway maintenance. This is the Final Field Measured quantity. Original item will be balanced at the end of the project completion. This item was not included in the original plans and was approved by the Project Engineer. The extra cost for Curb and Gutter Conc. Det B2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Backfill, Swamp is being added due to existing Soils along relocated alignment of Riley St from Sta. 16+00 to 19+50 found during earth excavation operations to be unsuitable and to be replaced with Class II backfill to a depth equal to elevation of bottom of bedding of concrete box culvert at Riley Sta 18+00. Original item will be balanced at the end of the project completion. This item was not included in the original plans and was approved by the Project Engineer. The extra cost for Backfill, Swamp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

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

CM 4

The item Backfill, Swamp is being added due to existing Soils along relocated alignment of Riley St from Sta. 16+00 to 19+50 found during earth excavation operations to be unsuitable and to be replaced with Class II backfill to a depth equal to elevation of bottom of bedding of concrete box culvert at Riley Sta 18+00. This is the Final Field Measurement. Original item will be balanced at the end of the project completion. This item was not included in the original plans and was approved by the Project Engineer. The extra cost for Backfill, Swamp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Storm Damage Cleanup is being added due to Erosion and damage to restore areas occurred due to storm on 6/20/09. The Contractor was directed to re-mobilize and restore damaged areas project wide to their pre-storm condition. This item is to compensate contractor remobilization and labor costs. This item was not included in the original plans and was approved by the Project Engineer. The extra cost for Storm Damage Cleanup was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index

The item Geotextile Separator is being added due to undercut operations along Riley Ave sta 16+00 to 20+00 to separate existing ground surface from swamp backfill. This item was not included in the original plans and was approved by the Project Engineer. The extra cost for Geotextile Separator was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index

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

This Extra was recommended for approval by the State Transportation Commission at its March 25, 2010 meeting, and is now recommended for approval by the State Administrative Board on April 6, 2010.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source:

89697A: FHWA, 80.00%; Kent County, 20.00%; unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 49315.

113. **Extra 2010 - 49**

Control Section/Job Number: 52103-103741 Local Agency Project

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

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

Contractor: Associated Constructors, LLC
14 Industrial Park Dr
Negaunee MI 49866-9627

Designed By: County Road Commission
Marquette County Road Commission

Engineer's Estimate: \$334,891.00

Description of Project:

0.61 mi of earthwork, culverts, hot mix asphalt paving, and aggregate shoulders on County Road 492 from US-41 northerly to County Road HD, Marquette County.

Administrative Board Approval Date:	September 23, 2008	
Contract Date:	October 13, 2008	
Original Contract Amount:	\$586,533.78	
Total of Overruns/Changes (Approved to Date):	(30,231.60)	- 5.15%
Total of Extras/Adjustments (Approved to Date):	40,903.81	+ 6.97%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>78,585.11</u>	<u>+ 13.40%</u>
Revised Total	<u>\$675,791.10</u>	+ 15.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.82% over the original budget for an **Authorized to Date Amount** of \$597,205.99.

Approval of this extra will place the authorized status of the contract 15.22% or \$89,257.82 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1

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

CM 3 r. 1

Subgrade Undercutting, Type II	1,044.440 Cyd @ \$11.60/Cyd	\$12,115.50
Excavation, Earth, Modified	13,500.000 Cyd @ \$2.94/Cyd	39,690.00
Subbase, modified 3" minus	1,259.100 Cyd @ \$15.00/Cyd	18,886.50
Culv End, Rem, 24 inch to 48 inch	1.000 Ea @ \$520.00/Ea	520.00
Dr Structure, Adj, Add Depth	7.000 Ft @ \$250.00/Ft	1,750.00
Post, Steel, 2 lb	585.000 Ft @ \$4.725/Ft	2,764.13
Sign, Type III, Erect, Salv	4.000 Ea @ \$47.25/Ea	189.00
Sign, Type III, Rem	10.000 Ea @ \$26.25/Ea	262.50
Soil Erosion and Sedimentation Ctrl Adj	2,407.480 Dir @ \$1.00/Dir	2,407.48
Total		<u>\$78,585.11</u>

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

CM 3

The item Subgrade Undercutting, Type II is being added to the contract due to poor soil, stability issues and frost susceptible material found in cut section at Sta. 8+50 to 14+00 per the geotechnical Engineer. It was recommended that a 2' of undercut was needed to improve the stability of the planned roadway pavement section. This quantity is the Final Field Measurement for the project. This work was not included on the original plans. The unit price was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's average unit price index.

The item Excavation, Earth Modified is being added to the contract due to plan error, a note on the plans listed 1500 cyd of earth excavation that was to be placed at a waste site within 1/2 mile of project limits, this was an error it should have been 15,000 cyds. This was part of an agreement with a property owner to purchase right-of-way for the relocated road. Also, the contractor was unable to utilize the material for his own use and had to truck the material with on road trucks instead of using off road trucks. The Contractor's planned waste site is owned by the contractor and is adjacent to the project site. This work was not included on the original plans. The extra cost for Excavation, Earth Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Subbase, modified 3" minus is being added to the contract due to wet grade and for better drainage from approx. sta. 16+50 to 22+00. 3" minus modified subbase was used instead of class II material; this quantity will be deducted from subbase, CIP on a final contract modification at a later date. The 3" minus modified subbase is a processed material which has a higher cost than a Class II sand subbase. This work was not included on the original plans. The extra cost for subbase, modified 3" minus was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Culv End, Rem, 24 inch to 48 inch is being added to the contract due to 36" dia, concrete end section had been placed as per plan, needed to be removed and additional 36" RCP placed on existing culvert at sta. 19+20 Lt., to close to finished shoulder point, needed to flatten front slope. This work was not included on the original plans. The extra cost for Culv End, Rem, 24 inch to 48 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Dr Structure, Adj, Add Depth is being added to the contract due to two existing structures, Drainage structure Adj, case 1, were adjusted more than 6" to get to new road grade, 5' adjustment at sta. 0+75 Lt on side road and 2' adjustment at sta. 21+50 Rt. This work was not included on the original plans. The extra cost for Dr Structure, Adj, Add Depth was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index

The item Post, Steel, 2 Lb is being added to the contract due to change in road alignment that requires new signs for safety. This work was not included on the original plans. The extra cost for Post, Steel 2 Lb was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Sign, Type III, Erect Salv is being added to the contract due to the existing signs that needed to be moved because of new alignment. This work was not included on the original plans. The extra cost for Sign, Type III, Erect Salv was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Sign, Type III, Rem is being added to the contract due to the existing old signs that needed to be removed because of new alignment. This work was not included on the original plans. The extra cost for Sign, Type III, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

The item Soil Erosion and Sedimentation Ctrl Adj is being added to the contract due to the contractor made repairs to riprap spillways, repair washouts in slopes and shoulders after first heavy rain after seeding and mulching were complete, contractor needed to remobilize equipment to make repairs. Documentation of contractor costs for repairs in project files. This work was not included on the original plans. The extra cost for Soil Erosion and Sedimentation Ctrl Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items and quantities in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its March 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on April 6, 2010.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source:

103741A: FHWA, 66.00%; State Restricted Trunkline, 25.00%; Marquette County, 9.00%, unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48955.

114. **Extra 2010 - 50**

Control Section/Job Number: 82022-83945 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

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

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

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$2,371,273.50

Description of Project:

Bridge removal and replacement along with related approach work on Antietam Avenue over Dequindre Cut in the city of Detroit, Wayne County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 8, 2007	
Original Contract Amount:	\$1,924,554.88	
Total of Overruns/Changes (Approved to Date):	411,432.48	+ 21.38%
Total of Extras/Adjustments (Approved to Date):	441,001.68	+ 22.91%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>163,707.41</u>	<u>+ 8.51%</u>
Revised Total	<u>\$2,940,696.45</u>	+ 52.80%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 44.29% over the original budget for an **Authorized to Date Amount** of \$2,776,989.04.

Approval of this extra will place the authorized status of the contract 52.80% or \$1,016,141.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-171	9, 11	\$84,435.57	11/05/08
2008-190	12	\$4,725.00	12/16/08
2009-003	14	\$13,699.34	01/20/09
2009-022	16	\$71,185.00	02/03/09
2009-079	21 r. 1, 22	\$70,077.78	07/21/09
2009-109	19	\$38,123.13	08/04/09
2010-16	24	\$22,175.77	02/02/10

Contract Modification Number(s): 23 r. 3, 26 r. 1

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

CM 23 (83945A)

Traffic Control Adjustment	1.000 LS @ \$158,108.73/LS	\$158,108.73
Total		<u>\$158,108.73</u>

CM 26 (83945A)

FA 5 – Clean up of Cut	1.000 Dlr @ \$5,598.68/LS	\$5,598.68
Total		<u>\$5,598.68</u>

Grand Total		<u>\$163,707.41</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 23

This project has gone beyond the original contract completion date of 11/15/07 by 390 days. The original contract period was 100 days. The Contractor has received approved Extensions of Time (see CM 7, 10, 17, 18 and 27), which bring the project completion date to 12/09/08. Per MDOT specifications 812.04.1.3--a price adjustment factor of 3.90 (A/B or 390/100) is being applied to traffic control devices that were used during these authorized extensions of time. as liquidated damages have not been assessed. Table below is an itemized list of traffic control items and the resulting costs. Also there were multiple extensions of time for this project. Below is a summary of the Extension of Time Requests:

#1 - 28 days (and 153 days for seasonal suspension from 11/15/07 to 4/15/08).

Delays by City of Detroit Public Lighting Department reviewing and approving shop drawings.

#2 - 16 days. Delays caused by utility conflict between proposed PLD street lighting and existing DWSD water main. Work on the PLD street lighting was suspended while the DWSD water main was relocated.

#3 - 16 days. Existing timber piles not shown on the plans were in conflict with the purposed battered piles for Abutments A & B of the Antietam Bridge.

This extension is for the Contractor to remove 5 of the 7 rows of timber piles.

#4 - 146 days. Sprint had installed a fiber optic cable in the middle of the rows of piles at Abutment A. Abutment A could not be constructed until the Sprint cable was relocated.

#5 - 17 days. This extension is for the Contractor to complete the removal of the remaining two rows of timber piles. These piles could not be removed until after Sprint relocated their fiber optic cable.

#6 - 14 days. The existing retaining walls which were to remain were in worse condition than originally thought and the City made the decision to reconstruct them. This extension is for the Contractor to reconstruct the retaining walls which is extra work to the contract.

As you can see most of the delays to the project were as a result of the City of Detroit or of utility coordination issues. After some internal discussions it was decided that the City could not use Federal Funds to pay for additional costs as a result of these delays. If you look at Contract Mod. #23, the extra for Traffic Control Adjustment is set up for 100% City of Detroit Participation.

Since this is a local government project and we are not utilizing Federal Funds, MDOT will not be looking to the designer for reimbursement. We have informed the City that they may want to consider this action as well as looking to Sprint for reimbursement.

Item Description	Units	Item Code	Prop. Line	Quantity Placed	Adj. Multiplier	Unit Price	Add'l \$ due	Item Type
Temp Conc Barrier Ending, Detail 2, Furn	Ea	8127050	690	1	3.9	\$1,800.00	\$7,020.00	Original
Temp Conc Barrier Ending, Detail 2, Oper	Ea	8127050	700	1	3.9	\$0.01	\$0.04	Original
Barric, Type III, High Intens, Lighted, Furn	Ea	8120005	570	17	3.9	\$45.00	\$2,983.50	Original
Barric, Type III, High Intens, Lighted, Oper	Ea	8120006	580	17	3.9	\$0.01	\$0.66	Original
Lighted Arrow, Type C, Furn	Ea	8120042	610	4	3.9	\$250.00	\$3,900.00	Original
Lighted Arrow, Type C, Oper	Ea	8120043	620	4	3.9	\$0.01	\$0.16	Original
Plastic Drum, High Intensity, Lighted, Furn	Ea	8120102	650	75	3.9	\$17.00	\$4,972.50	Original
Plastic Drum, High Intensity, Lighted, Oper	Ea	8120103	660	75	3.9	\$0.01	\$2.93	Original
Sign, Type B, Temp, Prismatic, Furn	Sft	8120135	670	1760.5	3.9	\$4.25	\$29,180.29	Original
Sign, Type B, Temp, Prismatic, Oper	Sft	8120136	680	1760.5	3.9	\$0.01	\$68.66	Original
Conc Barrier, Temp, Furn	Ft	8120016	590	200	3.9	\$8.00	\$6,240.00	Original
Conc Barrier, Temp, Oper	Ft	8120017	600	200	3.9	\$8.00	\$6,240.00	Original
Minor Traf Control Devices	Ls	8120050	630	1	3.9	\$25,000.00	\$97,500.00	Original

TOTAL:

\$158,108.73

CM 26

When the contractor remobilized to the project site, they placed a crane mat and constructed a temporary gravel road to allow access for equipment and material to the job site and to minimize damage to the new pathway and Greenway. When work on the bridge was complete, the contractor was required to remove the crane mat and gravel roadway and dispose of the excavated material. Force account #5 to document the labor and equipment required to remove the crane mat and temporary roadway and the original completion date for this project was November 15, 2007. Due to delays beyond the control of the contractor, the project was not completed until December 9, 2008. The original contract was set up to complete the reconstruction of the bridge prior to construction of the Dequindre Cut Pedestrian Pathway, which is under the bridge. The construction of the Dequindre Cut Pedestrian Pathway was a separate contract let by the Detroit Economic Growth Corporation. Due to the delays to the bridge, the Pathway was completed before placement of the bridge beams and deck. At a field meeting held on July 30, 2008, involving MDOT, Detroit, DLZ and Dan's Excavating, it was agreed that Dan's would return to work, use every effort to protect the newly constructed pathway and that Dan's would be paid to repair any damage to the new pathway (see attached Work Order #3). Since the bridge was supposed to be completed prior to the pathway, the delays to the bridge resulted in a differing site condition (Section 103.02.C, Differing Site Conditions).

This contract modification will complete the authorization for all additional costs for construction of the bridge after completion of the Dequindre Cut Pathway. The Michigan Department of Transportation has determined that this additional cost is nonfederal participating and will be at 100% Detroit cost. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.” These records are included in the project files.

This Extra was recommended for approval by the State Transportation Commission at its March 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on April 6, 2010.

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

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

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

Funding Source: FHWA, 79.51%; State Restricted Trunkline, 14.90%; City of Detroit, 5.59%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48207.

115. **Extra 2010 - 51**

Control Section/Job Number: 13081-75047 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: 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):	624,516.80	+ 6.95%
Total of Extras/Adjustments (Approved to Date):	1,492,788.05	+ 16.61%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>241,731.67</u>	<u>+ 2.69%</u>
Revised Total	<u>\$11,347,251.82</u>	+ 26.25%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.56% over the original budget for an **Authorized to Date Amount** of \$11,105,520.15.

Approval of this extra will place the authorized status of the contract 26.25% or \$2,359,036.52 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

Contract Modification Number(s): 7, 8, 9, 10, 11, 12 r.2

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

CM 7 (75047A)

Culv End Sect, Salv, 30 inch or less	1.000 Ea @ \$370.00/Ea	\$370.00
Culv, CI A, Conc, 12 inch	8.000 Ft @ \$52.50/Ft	420.00
Dr Structure Cover, Adj, Case 2	1.000 Ea @ \$278.00/Ea	278.00
Dr Structure, Adj, Add Depth	0.330 Ft @ \$210.00/Ft	69.30
Erosion Control, Sediment Trap	1.000 Ea @ \$79.00/Ea	79.00
Total		<u>\$1,216.30</u>

CM 8 (75047A)

Mulch Blanket, high Velocity	10,051.010 Syd @ \$1.31/Syd	\$13,166.82
Total		<u>\$13,166.82</u>

CM 9 (75047A)

Raise Bridge Approach Pavement (Force Account)	55,139.860 Dlr @ \$1.00/Dlr	\$55,139.86
Total		<u>\$55,139.86</u>

CM 10 (75047A)

Guardrail Departing Terminal, Type T	1.000 Ea @ \$690.00/Ea	\$690.00
Total		<u>\$690.00</u>

CM 11 (75047A)

Re-Stake Median Shoulders	2,845.500 Dlr @ \$1.00/Dlr	\$2,845.50
Shoulder Reconstruct (Special)	4,293.95 Dlr @ \$1.00/Dlr	4,293.95
Total		<u>\$7,139.45</u>

CM 12 (75047A)

Pile. Steel, Furn & Driven, 12 inch, LRFD Adjustment	164,379.240 Dlr @ \$1.00/Dlr	\$164,379.24
Total		<u>\$164,379.24</u>

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

CM 7

At Station 288+25LT. the existing culvert needed to be extended for erosion control. The existing end section was removed, the culvert was extended 8', and the existing end section was re-installed. Unit prices were negotiated with the contractor.

At Station 288+25LT. the existing culvert needed to be extended for erosion control. The existing end section was removed, the culvert was extended 8', and the existing end section was re-installed. Unit prices were negotiated with the contractor.

1-94 median west of Riverside bridge had a drainage structure cover which needed to be raised to fit the final grade after the new bridges were completed. The unit price was negotiated with the contractor.

At Station 288+25L1. it was necessary to excavate a sediment trap for erosion control. Unit price was negotiated with the contractor.

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

CM 8

The 1-94 median east and west of Riverside bridges was re-graded, topsoiled, and seeded, mulch blanket, high velocity was placed for erosion control. The unit price was negotiated with the contractor.

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

CM 9

The new 1-94 Eastbound Riverside Bridge median part was opened to traffic on 9-25-09. The new concrete bridge approach pavement and the new bridge deck had a smooth ride. Over the next month traffic running over the concrete approach pavement caused a 1 1/2" settlement of the west approach pavement of the 1-94 eastbound bridge. This dip in the approach pavement caused heavy trucks to hammer the bridge deck, evidenced by vibration and visible shaking of steel reinforcement bars which were attached to the bridge for future work. The Delivery Engineer and the Contractor were concerned that the trucks hammering of the bridge would damage the bridge and possibly loosen the soil which was being held in place by steel sheet piling (stage construction).

The Delivery Engineer's people discussed the problem with Eric Burns, MDOT C&T Staff Engineer, and Bobbi Welke, Region Engineer. The consensus was that it was important to fix this pavement settlement as soon as possible. MDOT Geotechnical people highly recommended that the pavement be raised by pumping a polymer product into the soil under the pavement, done by Uretek USA, Inc., who had performed this work successfully in the past.

The Delivery Engineer directed the contractor, Anlaan Corporation, to have this work done by Uretek USA, Inc. on a force account basis as soon as possible. This work was done on 11-08-09 & 11-09-09 and the approach pavement was successfully raised, producing a smooth ride over the bridge. The new concrete approach pavement is constructed on a base of foam blocks, and sand subbase, a total of 20 feet deep, held in place laterally with steel sheet piling and steel cables (stage construction). The contractor constructed this as per plans, with MDOT inspector on the job. The cause of the settlement cannot be determined exactly. It is recommended that the contractor be paid for this Force Account Work of \$55,139.86.

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

CM 10

Guardrail added on WB I-94 median bridge departure end, due to steep foreslope and structure in median at toe of slope. Price negotiated with the contractor.

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

CM 11

The 1-94 median east and west of the 1-94 bridges over Riverside Drive was staked as per plans and was constructed thru aggregate base as per plans. Shortly before the HMA paving operation, it was decided by the Delivery Engineer to construct the HMA wider than plans, and to add a 6' wide aggregate shoulder. This change would allow this stage of construction to carry 2 lanes of 1-94 traffic EB and 2 lanes of 1-94 traffic WB safely over 1/2 of each bridge during the winter of 2009-2010.

The Extra items on this Contract Modification are recommended for payment to compensate the contractor for re-staking costs and for shoulder reconstruction costs. The unit prices were negotiated with the contractor and are based on subcontractors' force account billings plus a 5% prime contractor markup and this is in accordance with 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.

CM 12

The 1-94 Bridges over Riverside Drive were planned to be replaced by part-width construction. 1-94 Eastbound Traffic was shifted to the outside and two lanes were maintained on the outside while the median part of the bridge was removed in preparation for construction of one-half of the new Eastbound bridge. 1-94 Westbound prepared in the same manner. The median parts of both bridges were removed. A large amount of H-piling for the abutment foundations was driven as per plans, but it was not driven to full bearing capacity. Then the H-piling was begun to be driven to full test-piling capacity using the new LRFD foundation piling special provision which is in the plans and proposal. The first test pile was driven to planned bearing. The second test pile was driven part way to bearing when the existing 1-94 Eastbound bridge settled and shifted. The existing 1-94 Westbound bridge settled. This settlement was caused by the high hammering energy mandated by the new LRFD piling specification. In the interest of public safety, 1-94 Eastbound and Westbound bridges were closed to traffic on 5-14-09. MDOT Director, FHWA personnel, and many other parties were notified. After repairs, the 1-94 Westbound bridge was reopened to traffic on 5-15-09. 1-94 Eastbound bridge remained closed to traffic while repairs were made. The 1-94 Eastbound bridge right lane was opened to traffic on 5-26-09 and the left lane was open on 5-27-09.

The contractor did load testing of the existing new H-piles and load tested new micropiles. MDOT geotechnical and design people recommended that no more H-piling would be driven on this project because of the high water table and a concern of settlement due to the hammering action of LRFD pile driving equipment. MDOT plan revision B1 added micropiles to supplement the existing H-piles that had already been driven. Micropiles are bored into the ground and have minimal vibration during installation.

MDOT Plan Revision B2 added micropiles to replace all of the planned H-piles in the outside part of the Eastbound and Westbound bridges. It deleted the remaining plan quantity of H-piles. MDOT has paid stockpiled material for contractor's purchase of approximately plan quantity of H-Piles. The contractor has a large quantity of H-Piles on hand which were eliminated by Plan Revisions B1 and B2. It is recommended that the contractor be compensated for his costs resulting from elimination of large quantity of H-Piles, in accordance with 2003 Standard Specifications For Construction 109.05.

The contractor paid \$25.44/Ft for H-Piles on 04/23/2009. Nationwide, steel prices have dropped. New steel H-Pile 12 X 53 current price is approximately \$18.00/Ft. The current price for scrap steel H-Pile is approximately \$4.50/Ft. The contractor tried to sell a large quantity of this H-Pile and the best offer was \$11.00/Ft. The contractor will buy back the stockpiled H-Pile @ \$12.00/Ft. The contractor's freight costs, miscellaneous handling and storage costs add approximately \$5.00/Ft, resulting in the contractor's investment in the H-Pile to approximately \$17.00/Ft. Based on the current market price for new H-Pile of approximately \$18.00/Ft, the contractor's offer of \$12.00/Ft seems reasonable.

The adjustment computation is :

The contractor paid $\$416,142.43 + 6\% \text{ Sales Tax} = \$441,110.97$ for 16,440 Ft of piling. Therefore the corrected unit price with tax is \$26.83/Ft.

The contractor installed 5357.50 Ft @ $\$26.83/\text{Ft} = \$143,741.73$.

The contractor will buy back the remaining 11082.50 Ft @ $\$12.00/\text{Ft} = \$132,990.00$.

This Adjustment Contract Modification is for \$164,379.24.

MDOT will reduce its stockpiled payment to zero. It is recommended that this adjustment for \$164,379.24 be paid to compensate the contractor for his costs resulting from elimination of the large quantity of H-Piles.

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

These Extras were recommended for approval by the State Transportation Commission at its March 25, 2010, meeting, and are now recommended for approval by the State Administrative Board on April 6, 2010.

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

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source:

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.

OVERRUNS

116. **Overrun 2010 - 08**

Control Section/Job Number: 82194-89378 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Motor City Electric Utilities Company
9440 Grinnell
Detroit MI 48213

Designed By: MDOT
Engineer's Estimate: \$3,883,050.00

Description of Project:

Advance purchase of paper-insulated lead covered cable for relocation of the Public Lighting Department transmission cables for the Ambassador Gateway project on I-75 in the city of Detroit, Wayne County.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	April 26, 2007	
Original Contract Amount:	\$3,726,199.50	
Total of Overruns/Changes (Approved to Date):	372,619.95	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	92,690.14	+ 2.49%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>289,940.66</u>	+ <u>7.78%</u>
Revised Total	<u>\$4,481,450.25</u>	+ 20.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.49% over the original budget for an **Authorized to Date Amount** of \$4,191,509.59.

Approval of this overrun will place the authorized status of the contract 20.27% or \$755,250.75 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:

Cable, PILC, 24KV,1,3/C#350 MCM, Furnish	7.505 Ea @ \$38,633.00/Ea	\$289,940.66
Total		<u>\$289,940.66</u>

Reason(s) for Overrun(s):

The project is in overrun status due to additional cable required on the Gateway contract – 37795A. The contractor was instructed to order additional cable on this contract. Our contract was split out of the Gateway contract due to the lead time needed for the cable. Due to the need for more cable on the Gateway contract, we ordered more on this contract.

This Overrun was recommended for approval by the State Transportation Commission at its March 25, 2010, meeting, and are now recommended for approval by the State Administrative Board on April 6, 2010.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100.00%, unless otherwise noted.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48216.

117. **Overrun 2010 - 09**

Control Section/Job Number: 81081-103245 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 Road
Shelby Township MI 48315

Designed By: This was a Log Job/no plans
Engineer's Estimate: \$1,091,048.52

Description of Project:

2.92 mi of concrete patch repairs including crack sealing and resealing joints on M-17 from Carpenter Road easterly to Normal Street in the city of Ypsilanti, Washtenaw County

Administrative Board Approval Date:	January 20, 2009	
Contract Date:	March 13, 2009	
Original Contract Amount:	\$877,505.15	
Total of Overruns/Changes (Approved to Date):	87,750.51	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	15,706.42	+ 1.79%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>238,240.05</u>	+ <u>27.15%</u>
Revised Total	<u>\$1,219,202.13</u>	+ 38.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.79% over the original budget for an **Authorized to Date Amount** of \$980,962.08.

Approval of this overrun will place the authorized status of the contract 38.94% or \$341,696.98 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Repr, Nonreinf conc, 10 inch	3,202.500 syd @ \$61.00/syd	\$195,352.50
Pavt Repr, Rem	2,013.500 syd @ \$21.30/syd	<u>42,887.55</u>
Total		<u>\$238,240.05</u>

Reason(s) for Overrun(s):

This was a typical log job, which is set up to do work which does not need to be designed. The work is to be done within the limits of the existing roadway and entails the various repair processes indicated in the job description. The Resident engineer asked the Region if the number of patches could be increased in order to improve the fix, which would also prolong the life of the repaired roadway, and Region approval was given.

This overrun was recommended for approval by the State Transportation Commission at its March 25, 2010, meeting, and is now recommended for approval by the State Administrative Board on April 6, 2010.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: 103245A: 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.

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

Zip Codes: 48197.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
March 26, 2010

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 31, 2010 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 6, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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 – Inspection and Testing Services

Contract (2010-0162) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for as-needed inspection and testing services to be performed for construction projects in the Taylor Transportation Service Center (TSC) service area, Wayne County. The work items will include inspection, quality assurance testing, and preparation and documentation of project records. The contract will be in effect from the date of award through April 30, 2011. The contract amount will be \$999,967.38. 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 construction projects at various locations in the Taylor TSC service area.

Benefit: Will provide for 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 contract is not approved, the projects may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the inspection and testing services 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: 48075.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

*Authorized Signature on File
March 31, 2010*

Kirk T. Steudle
Director



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

March 9, 2010

Ms. Sherry Bond, Secretary
State Administrative Board
P. O. Box 30026
Lansing, Michigan 48909

Dear Ms. Bond:

The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts \$25,000 or greater, prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09 Emergency Purchases, a letter describing the emergency and action taken shall be submitted to SAB, Civil Service Commission, and other sources, if applicable.

On January 6, 2010, MDOT Bureau of Aeronautics and Freight Services solicited bids for the Federal Aviation Administration (FAA) mandated "time in service" hot section engine inspections for MDOT-owned aircraft Beechcraft King Air B200. Aerodynamics, Inc. (ADI) was the lowest responsive and responsible bidder at \$15,527.90. After the engines were disassembled and inspected, it was determined that several additional components needed replacement. ADI noted, as did other vendors, that the price may increase or decrease depending upon engine condition. The additional parts and labor cost \$31,128.76. MDOT Bureau of Aeronautics and Freight Services found the cost of the engine repairs to be reasonable and competitive with the market.

The additional work was authorized as an emergency service to return the aircraft to airworthy condition and to avoid an interruption in MDOT air transport services. Without these repairs, the aircraft would have been grounded by FAA and rendered unusable. The invoice was processed on February 15, 2010, against direct purchase order number 591N0201313.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517 241-2674.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk T. Steudle".

Kirk T. Steudle
Director

Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of March 31, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting of March 31, 2010, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Hank moved to adjourn the meeting. The motion was supported by Ms. Fritz and unanimously approved. Ms. Pena Andorfer adjourned the meeting.

SECRETARY

CHAIRPERSON