

APPROVED

June 16, 2009

Michigan State
Administrative Board

Lansing, Michigan

May 19, 2009

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, May 19, 2009, at 11:00 a.m.

Present: Corina Andorfer, Deputy Legal Counsel, representing Jennifer M. Granholm, Chairperson
Gary Owen, Policy Advisor, representing John D. Cherry, Jr., Lt. Governor
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, Robert J. Kleine, State Treasurer
Andrea Post, Administrative Aide, representing Michael P. Flanagan, Superintendent of Public Instruction
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Cindy Collins, Linda Feldpausch, Elise Lancaster, Janet Rouse, Department of Management and Budget; Mike Blackledge, Amy Meldrum, John Walter, Michigan Strategic Fund

1. CALL TO ORDER:

Ms. 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. MacDowell moved that the minutes of the regular meeting of May 5, 2009, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

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

NONE

4. COMMUNICATIONS:

Quarterly Report of the Chief Compliance Officer for the Second Quarter of 2009

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, Division of
Lifelong Learning, 5/19/2009

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

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

May 19, 2009

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 **May 12, 2009**. Those present being:

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

Member: Christin McLellen, representing Approved _____
Governor Granholm

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

Others: Iris Lopez, Department of Attorney General; David Arking, Sherry
Bond, Linda Feldpausch, Elise Lancaster, Janet Rouse, Department of
Management and Budget; David Lick, Foster, Swift; Linn Driver,
MacKenzie Co.

The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on May 19, 2009, Items 1
and 2 were withdrawn by the Department of Management and Budget.***

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

May 12, 2009 / May 19, 2009
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, JACKSON, WASHTENAW, LENAWE AND CALHOUN COUNTIES – Gilletts, Bruin, Sand, & Lee Lake Boating Access Sites – Site Paving
File No. 761/09191.RRD - Index No. 14501 & 5710
Low Responsible Bidder: Lee E. Builders, Inc., Jackson; \$355,748.09

Purpose/Business Case

The purpose of this contract is to install asphalt paving at four boating access sites. The existing sites are gravel and suffer from erosion and maintenance problems.

Benefit

The State will benefit by having safer sites, less erosion, potential waterway sedimentation, and fewer maintenance problems.

Funding Source

100% Restricted Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in continued erosion and maintenance problems.

Zip Code

Various

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, KALAMAZOO – Lakeside Refinery Site – Excavation
File No. 761/09191.RRD - Index No. 14501
Low Responsible Bidder: Michizie Environmental Services, Inc., Grand Ledge; \$1,778,403.76

Purpose/Business Case

The purpose of this contract is to excavate and remove contaminated soil and groundwater from the site, conduct demolition and disposal of existing structures and restore site. The site is a former oil refinery. Preliminary investigation indicated

presence of oil and refined petroleum residues in the site's soil and groundwater. The contractor will demolish existing structures and remove identified contaminated soil and groundwater from the site.

Benefit

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

Funding Source

100% Clean Michigan Initiative (CMI)

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 leaving the contaminated materials on site and risking exacerbation of health hazard to the public due to the spread of contamination, therefore violating environmental regulations.

Zip Code

49001

- 3. DEPARTMENT OF CORRECTIONS, DETROIT – Mound Correctional Facility –
18 Bed Infirmary Expansion
File No. 472/09203.EEW - Index No. 53305
Low Responsive Bidder: KEO and Associates, Inc., Detroit; \$410,000.00

Purpose/Business Case

The purpose of this contract is to renovate the current first floor administrative segregation area into an infirmary ward. This consists of renovations to the barrier free toilet room and shower rooms, a nurse's station, an exam room, a soiled and clean linen storage, two medical ward areas, 10 existing cells and a medication storage room.

Benefit

The State will benefit by having the capability to provide care for prisoners with chronic or long term health conditions. Currently, this classification of prisoner is normally sent to a local hospital to receive the required level of care which ties up custody staff.

Funding Source

100% State Building Authority Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in a negative impact on the facility's ability to provide quality health care services to prisoners with chronic or long term health care issues.

Zip Code

48212

4. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Correctional Facility – Renovations - MSI Building, Building K and West Administration Building B
File No. 472/08363.EEW - Index No. 29630
Low Responsive Bidder: E&L Construction Group, Inc., Flint; \$888,650.00

Purpose/Business Case

The purpose of this contract is to renovate the MSI Building to accommodate offices, classroom and factory space, renovate the Administration Building to accommodate the facility's Mental Health/Psychological services (MHPS) needs and renovate space in Building K to accommodate a new Dental/Medical facility.

Benefit

The State will benefit by providing quality medical and mental health care services and jobs for the female prisoners being moved into the Huron Valley Women's Complex from the closed R.C. Scott Correctional Facility.

Funding Source

100% State Building Authority Funds

Commitment

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

Risk Assessment

Failure to approve this contract could result in a negative impact on the facility's ability to provide quality medical and mental health care services to the female prisoners being relocated from the closed R.C. Scott Correctional Facility. This increases the potential for future lawsuits based on inadequate care.

Zip Code

48197

5. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Correctional Facility – Sewage Lift Station Replacement
File No. 472/09170.EEW - Index No. 53303
Low Responsive Bidder: Adams Building Contractors, Inc., Jackson;
\$1,340,216.00

Purpose/Business Case

The purpose of this contract is to install a new sewage lift station at the Huron Valley Correctional Facility. The new station will meet all State Construction Codes and Health and Safety regulations to include eliminating confined space issues and equipment failures.

Benefit

The State will benefit by having a sewage lift station capable of handling and processing the waste generated by the prisoners and staff in a Women's prison. The equipment in the new lift station will also limit the amount of solid/foreign waste that is generated by the inmates, thereby eliminating problems with the municipal sewage collection and treatment system.

Funding Source

100% State Building Authority Funds

Commitment

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

Risk Assessment

Failure to approve this contract could result in a negative impact on the facility's ability to operate and maintain the old sewage lift station and to prevent stoppages due to inmates flushing foreign objects down the toilets. If this material reaches the municipal sewage system, the facility will be charged for any damage to the municipal owned pump stations and treatment facilities.

Zip Code

48197

REVISIONS TO CONSTRUCTION CONTRACTS

- 6. DEPARTMENT OF NATURAL RESOURCES, MUSKEGON – Muskegon State Park – Access to Recreation Phase 1
File No. 751/07214.JAN – Index No. 50900
Muskegon Quality Builders, Inc., Muskegon; CCO No. 3, Incr. \$433,858.00

Purpose/Business Case

The purpose of this change order is to increase accessibility by constructing a new lower luge track within the Sports Complex at Muskegon State Park.

Benefit

The State will benefit by increasing opportunities for recreation for disabled citizens.

Funding Source

100% Private Funds from the Kellogg Foundation

Commitment

The change order costs are fixed actual costs provided by the construction contractor. The amount of this change order is within the original authorized project cost.

Risk Assessment

Failure to approve this change order would result in continued inaccessibility to recreational activities and noncompliance with the Americans with Disability Guidelines.

Zip Code

48445

- 7. DEPARTMENT OF TRANSPORTATION, WATERFORD – Oakland Transportation Service Center – New Transportation Service Center
File No. 591/07242.MNB - Index No. 27000
Builders, Inc., Clarkston; CCO No. 7, Incr. \$91,922.00

Purpose/Business Case

The purpose of this change order is to install additional exterior security light fixtures at entrances, add an Americans with Disabilities Act (ADA) compliant sidewalk requested by the City of Pontiac along Vanguard Drive, install ceramic tile to improve floor level

transitions between corridor and toilet rooms, and supplement the owner's allowance to be used only when authorized by the State.

Benefit

The State will benefit by enhancing security at entrances, complying with ADA requirements, and improving floor transitions for level walking surfaces.

Funding Source

100% State Trunkline 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 security risk from inadequate lighting at entrances and noncompliance with ADA requirements.

Zip Code

48909

LEASE FOR PRIVATE PROPERTY

8. DEPARTMENT OF STATE, ANN ARBOR - New Lease #11236 with Centro NP Holdings 1 SPE, LLC, a Limited Liability Company, 22054 Farmington Road, Farmington, Michigan 48336, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 6,400 square feet of office space located at 295 North Maple Road, Ann Arbor, Michigan 48103. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning July 1, 2009, or upon substantial completion, is \$20.16 (\$10,752.00 per month). This rate does not include utilities, janitorial services, trash removal from wastebaskets, telecommunications or alarm system. This Lease contains one (1) five-year renewal option with an annual per square foot rental rate of \$23.18 (\$12,362.66 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

Department operational needs have exceeded the physical limitations at their current location. The Department must acquire larger more efficient office space to meet the increased transaction growth and to adequately provide customer service in the Ann Arbor-Washtenaw district.

Benefit

The benefit of this new Lease allows the Department to meet the current and increased transaction growth demands in the Ann Arbor-Washtenaw district. The rental rate is within the current market rate for comparable space in this market.

Funding Source

73% Restricted Funds; 27% General Fund

Commitment Level

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

Risk Assessment

Non-approval of this Lease will force the Department to remain in space that is inadequate to provide services for their customers.

Zip Code

48103

9. DEPARTMENT OF AGRICULTURE, ATLANTA – Renewal of Lease #10698 with D & TK, Inc., a Michigan Corporation, 47737 Van Dyke Avenue, Shelby Township, MI 48317, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Agriculture, as Lessee, for 9,500 square feet of office space located at 16860 M-32 East, Atlanta, MI 49709. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning November 1, 2009, or upon substantial completion, is \$5.17 (\$4,092.92 per month). This rate does not include utilities, janitorial, snow removal, trash removal from dumpsters, telecommunications or alarm system monitoring. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$5.43 (\$4,298.75 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This space provides for continued operation of a strategically critical regional office for monitoring and combating Bovine Tuberculosis disease in Michigan.

Benefit

Staff at this facility coordinate all Bovine Tuberculosis program work in the Northern most eleven counties of the Lower Peninsula as well as monitor Bovine Tuberculosis risk based surveillance. This facility serves as the Administrative Center as well as the Operations Center for equipment storage and maintenance. This facility has also had several important renovations which are essential for accommodating the operational needs of the programs based there.

Funding Source

100% General Fund

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide effective Bovine Tuberculosis monitoring and programs for the defined service area.

Zip Code

49709

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

10. DEPARTMENT OF ENVIRONMENTAL QUALITY, BAY CITY - Addendum #1 to Lease #11320 with Green Leadership, LLC, a Michigan Limited Liability Company, 32500 Telegraph Road, Suite 209, Bingham Farms, Michigan 48025 as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Environmental Quality, as Lessee, for 21,045 square feet of office space located at 401 Ketchum Street, Bay City, Michigan 48708. This Addendum provides a rental rate reduction; corrects the square footage; identifies the placement of alternative energy devices; clarifies the fair market value in the event of a purchase and makes technical corrections. This Addendum is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning January 1, 2009, or upon substantial completion, is \$0.44 (\$771.65 per month). Effective July 1, 2009, the annual per square foot rental rate for this space increases to \$15.65 (\$27,446.19 per month). The rental rate does not include public utilities. This Addendum contains two five-year renewal options with an annual per square foot rental rate increase of 3% per year. 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 Executive New cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form conditioned upon the Lessor obtaining and recording a warranty deed to the leased premises. The conditions have been met.

Purpose/Business Case

This Addendum will provide clarification and identification for some general clerical corrections but will essentially provide for lease language that will allow required LEED energy equipment to be placed at this location.

Benefit

This Addendum will allow the State's newest leased "Green Building" to achieve the highest LEED standard – a Platinum certification.

Funding Source

100% Restricted Funds

Commitment Level

One twenty-year initial term; however, this Lease contains an Executive New cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from achieving the LEED Platinum certification.

Zip Code

48708

11. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, BAY CITY - Addendum #1 to Lease #11342 with Green Leadership, LLC, a Michigan Limited Liability Company, 32500 Telegraph Road, Suite 209, Bingham Farms, Michigan

48025 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 3,951 square feet of office space located at 401 Ketchum Street, Bay City, Michigan 48708. This Addendum provides a rental rate reduction; corrects the legal description; identifies the placement of alternative energy devices; clarifies the fair market value in the event of a purchase and makes technical corrections. This Addendum is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning January 1, 2009, or upon substantial completion, is \$0.44 (\$144.87 per month). Effective July 1, 2009, the annual per square foot rental rate for this space increases to \$17.98 (\$5,919.92 per month). This Addendum contains two five-year renewal options with an annual per square foot rental rate increase of 3% per year. The rental rate does include public utilities. 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 Executive New cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form conditioned upon the Lessor obtaining and recording a warranty deed to the leased premises. The conditions have been met.

Purpose/Business Case

This Addendum will provide clarification and identification for some general clerical corrections but will essentially provide for lease language that will allow required LEED energy equipment to be placed at this location.

Benefit

This Addendum will allow the State's newest leased "Green Building" to achieve the highest LEED standard – a Platinum certification.

Funding Source

100% Restricted Funds

Commitment Level

One twenty-year initial term; however, this Lease contains an Executive New cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from achieving the LEED Platinum certification.

Zip Code

48708

12. DEPARTMENT OF HUMAN SERVICES, BEULAH - Addendum #3 to Lease #2340 approved by the State Administrative Board on March 2, 1999, Item #7, between Benzie County, a Governmental Unit, 448 Court Place, Beulah, MI 49617, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 7,058 square feet of space located at 448 Court Place, Beulah, MI 49617. This Addendum provides a reduction of 1,038 square feet for a revised total of 6,020 square feet leased and the corresponding reduced annual rent. 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 rental rate for this space is \$10,028.08 per month. Effective July 1, 2009, the rental rate for this lease will be \$8,553.42 per month. Effective November 1, 2009 the rental rate for this lease will be \$8,809.27 per month. Effective November 1, 2014 the rental rate for this lease will be \$9,075.15 per month. The per square foot rate remains the same. This Lease contains an Executive New cancellation clause with 60-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

This Addendum reduces the total square footage leased to the Department thereby reducing the overall annual rent through the end of the lease term.

Benefit

This Addendum provides a new visitation room for customers and employees to conduct family visits. One half of the conference room is re-assigned to the Lessor allowing both parties to mutually share the entire room. The rental rate is within the current market rate for comparable space.

Source of Funds

55% General Fund; 45% Federal Funds

Commitment Level

Ten years; however, this Addendum contains an Executive New cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from providing quality customer service because the current visitation room fails to meet operational needs.

Zip Code

49617

CONTRACT CHANGE ORDER

13. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #37 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget, as Lessee. This CCO provides for materials and labor to install an electrical circuit to accommodate a multi-function copy machine in Suite 1365 on the 13th floor of Cadillac Place, as requested by the Department of Energy, Labor and Economic Growth at a cost not-to-exceed \$1,495.00. The space is located at 3044 West Grand Boulevard, Detroit, Michigan 48202.

Purpose/Business Case

The purpose of this CCO is to provide electrical power to properly accommodate a multi-function copy machine.

Benefit

This CCO allows proper power supply for a multi-function copy machine in a location that allows the Department to best utilize the equipment. The copy machine is currently being utilized in this location through the use of an extension cord which does not comply with electrical standards and poses a fire and trip risk.

Source of Funds

100% General Fund paid by the Department of Management and Budget then billed back to the Department of Energy, Labor & Economic Growth to be paid from authorized General Funds.

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from safely utilizing their multi-function copy machine in compliance with applicable electrical codes.

Zip Code

48202

- 14. DEPARTMENT OF STATE POLICE, LANSING - CCO #1 for Lease #11319 approved by the State Administrative Board on August 7, 2007, Item #7 between River Street Triangle, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee. This CCO provides for the build out of space for the Department of Labor and Economic Growth, Commission for the Blind, as requested by the Department of State Police at a cost not-to-exceed \$141,078.00. The space is located at State Police Headquarters, Grand Avenue, Lansing, Michigan.

Purpose/Business Case

The purpose of this CCO is for the build out of space for the Commission for the Blind to provide quality food service to employees located in the building. The food service will be operated and maintained by the Department of Energy, Labor and Economic Growth, Commission for the Blind.

Benefit

This CCO allows the Commission for the Blind to build space and staff a food stand for State employees, as required by the Work Force Investment Act.

Source of Funds

55% General Fund; 45% Federal Funds paid by the Department of Management and Budget then billed back to the Department of Energy, Labor & Economic Growth to be paid from authorized 100% Federal Funds

Commitment Level

Payment is required at the time that the first month's rent is due under the lease (currently expected to be January 2010). The lease contains a Legislative Restrictive cancellation clause with immediate notice. However, payment for this improvement is not rent, and the State will be obligated to pay it regardless of whether the lease is cancelled via Legislative non-appropriation of rent.

Risk Assessment

Non-approval of this CCO will hinder the Commission for the Blind from building out space and staffing a food stand to meet the needs of their customers, and the Department would be noncompliant with the Work Force Investment Act.

Zip Code

48933

RECOMMENDATION TO GRANT MPSCS NON-MEMBER REVOCABLE LICENSES TO THE UNITED STATES COAST GUARD

15. The Department of Management and Budget (DMB), on behalf of the Department of Information Technology (DIT), 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 two non-member revocable licenses (Licenses) to the United States Coast Guard (USCG), for the installation, operation, and maintenance of USCG Rescue 21 system communications equipment on MPSCS Tower Sites 2402 and 2404, located in St. Clair County, Michigan, in accordance with the terms of the MPSCS Non-Member Revocable License Agreements between the parties.

Purpose/Business Case

The Licenses permit the USCG to install its 21 Project system communications equipment on MPSCS Tower Sites 2402 and 2404. The USCG Rescue 21 communications system will improve the ability of the USCG to assist mariners in distress and save lives as well as heighten the USCG homeland security posture.

Benefit

The MPSCS permits non-members to co-locate on MPSCS communication towers to promote expanded MPSCS participation, increase interoperability, and enhance communications public safety communications. Additionally, State mariners will benefit from the USCG enhanced rescue system.

Funding Source

N/A

Commitment Level

N/A

Risk Assessment

Non-approval of these Licenses will prevent the USCG from implementing its Rescue 21 system and prevent Michigan mariners from getting the benefit of USCG's enhanced rescue capabilities.

Zip Codes

Site 2402-48059

Site 2404-48064

JURISDICTIONAL TRANSFER AFFIDAVIT

16. DEPARTMENT OF NATURAL RESOURCES – That the following property be transferred, under authority of Section 20 of the Land Bank Fast Track Act, Act 258 of the Public Acts of 2003, MCL 124.770, to the MICHIGAN LAND BANK FAST TRACK AUTHORITY, a Michigan public body corporate and politic, Grantee, whose address is Michigan Department of Labor and Economic Growth, 7150 Harris Drive, Lansing, Michigan 48909. Further, the transfer shall be by jurisdictional affidavit. (Doc. No. 514093)

The transferred land is located in Wayne County, City of Detroit, Wards 1, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22; also, the City of Ecorse, City of Highland Park, and City of River Rouge, Michigan and the description is on file with the State Administrative Board.

APPROVED

May 19, 2009

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 Building Committee was held at 11:00 a.m.
on May 19, 2009. Those present being:

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

Member: Corina Andorfer, representing Approved _____
Governor Granholm

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

Others: Patrick Isom, Iris Lopez, Department of Attorney General; Andrea Post, Department of Education; Sherry Bond, Cindy Collins, Linda Feldpausch, Elise Lancaster, Janet Rouse, Department of Management and Budget; Brian DeBano, Department of State; Mike Blackledge, Amy Meldrum, Wayne Roe, Jr., Department of Transportation; John Walter, Michigan Strategic Fund

The Building Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

SPECIAL AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

May 19, 2009
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.

LEASES FOR PRIVATE PROPERTY

1. DEPARTMENT OF HUMAN SERVICES, DETROIT - New Lease #10228 with GESU, L.L.C., a Limited Liability Company, 6334 Golden Lane, West Bloomfield, Michigan 48322, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 18,200 square feet of office space located at 8625 Greenfield Road, Detroit, Michigan 48228. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning July 1, 2009, or upon substantial completion, is \$19.01 (\$28,831.83 per month). Effective July 1, 2015 the annual per square foot rental rate for this space decreases 30% to \$14.42 per square foot. This rate does not include public utilities, janitorial services, trash removal, telecommunications or alarm system. This Lease contains two (2) five-year renewal options with an annual per square foot rental rate of \$14.42 (\$21,870.33 per month). This Lease contains an Executive New cancellation clause with 180-days notice. The Attorney General has conditionally approved this Lease as to legal form and the conditions have been met.

Purpose/Business Case:

This lease will supersede and cancel the existing lease at this location to allow the Department to add an additional 7,000 square feet and renovate the existing space. All renovation costs are being paid by the Lessor and amortized over the life of the lease. This provides the Department with sufficient space to accommodate additional staffing per the court settlement, meet new service level model requirements, and alleviate health and safety risks caused by current overcrowding issues.

Benefit:

The renovations and additional space provide the Department with the necessary space to relieve over-crowding, eliminate health and safety issues and provide larger workstations required by new service level models. The rental rate is below market for comparable space by \$3 per square foot or more currently, with the below market rate increasing to more than \$8 per square foot from current rates when the reduction becomes effective.

Funding Source:

55% General Fund; 45% Federal Funds

Commitment Level:

Ten (10) years; however, this Lease contains an Executive New cancellation clause with 180-days notice.

Risk Assessment:

Non-approval of this Lease will hinder the Department from meeting expansion requirements to accommodate additional staffing per court settlement, consolidate staff from various locations, adequately administering new service models and alleviate overcrowding and safety-health issues. The Department would be required to secure space elsewhere to accommodate the additional staff which could cause increased costs due to build-out expenses and additional moving costs.

Zip Code:

48228

2. DEPARTMENT OF STATE POLICE, LANSING - New Lease #11384-2008 with Hollister Holding, LLC., a Limited Liability Company, 124 West Allegan Street, Suite 2100, Lansing, Michigan 48933 as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for 13,468 square feet of office space located at 106 West Allegan Street, Suite 600, Lansing, Michigan 48933. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning January 1, 2010, or upon substantial completion, is \$14.00 (\$15,712.67 per month). Effective January 1, 2011 the annual per square foot rental rate for this space increases \$.50 per year for the next four years. This is a full service Lease. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$17.50 (\$19,640.83 per month) for the first option period and an annual per square foot rental rate of \$20.00 (\$22,446.67 per month) for the second five-year renewal option. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case:

This space is currently occupied by the Department of State Police, Michigan Commission on Law Enforcement Standards (MCOLES), under a rental agreement, where they were relocated due to renovations at the General Office Building (GOB). No suitable state-owned space is available. During the course of the renovations it was determined that the GOB space would better suit a consolidation of Department of Energy, Labor, and Economic Growth (DELEG) functions which allowed the State to cancel two leases costing the State \$467,090 per year, resulting in a savings to the State of \$278,534 annually.

Benefit:

The Lessor has agreed to pay for all renovations and furniture to supply the new space for the Department in move-in. The new space rental rate is within the market rate for like kind space.

Funding Source:

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 Lease will hinder the Department of State Police from relocating staff to a central location in a downtown environment and securing a favorable rental rate. It would also prevent the State from realizing the lease savings of \$278,534 per year.

Zip Code:

48933

3. DEPARTMENT OF CORRECTIONS, BATTLE CREEK - New Lease #11394 with the County of Calhoun, a Governmental Unit, 315 West Green Street, Marshall, MI 49068, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Corrections, as Lessee, for 3,980 square feet of office space located at 190 East Michigan Avenue, Battle Creek, MI 49014. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning May 1, 2009, or upon substantial completion, is \$15.33 (\$5,084.45 per month). Effective May 1, 2014 the annual per square foot rental rate for this space increases to \$16.81 (\$5,575.32 per month). This is a full service Lease. This Lease contains two 5-year renewal options with an annual per square foot rental rate of \$15.81 (\$5,243.65 per month), and \$17.39 (\$5,767.68 per month) respectively. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case:

This lease, in a new location, provides the agency with 410 SF of additional space needed to adequately meet their program needs at a rate approximately \$3.41 per square foot less than the current location. The current sub-lease is \$18.74 SF or \$5,575.15/mo. or \$66,901.80/yr. and it expires 6/30/09. The new lease starts at \$15.33 SF or \$5,084.45/mo. or \$61,013.40/yr. for a lease savings of \$30,000 or more.

Benefit:

This is a co-location with the Department of Human Services and Calhoun County, providing more space for the department while reducing costs. This new lease will provide clients with specialized space required to perform court ordered activities. The rental rate is within the market rate for comparable space. The new lease also allows the Department to secure a long term agreement. The current landlord will only negotiate two-year sub lease terms with rental rate increases.

Funding Source:

100% General Fund

Commitment Level:

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

Risk Assessment:

Non-approval of this Lease will hinder the Department from securing more suitable work space and from realizing a cost savings through a lower rental rate over the life of the proposed new lease.

Zip Code:

49014

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

4. DEPARTMENT OF HUMAN SERVICES, BATTLE CREEK - Addendum #1 to Lease #2524 with the County of Calhoun, a Governmental Unit, 315 West Green Street, Marshall, MI 49068 as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 36,419 square feet of office space located at 190 East Michigan Avenue, Battle Creek, MI 49014. This Addendum provides for an additional 1,850 square feet of office and corresponding increase in rental rate. This Addendum is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space upon substantial completion, is \$15.32 (\$46,494.92 per month). Effective October 1, 2012 the annual per square foot rental rate for this space increases to \$16.81 (\$51,016.95 per month). This Addendum contains two 5-year renewal options with an annual per square foot rental rate of \$17.46 (\$52,989.65 per month), and \$19.28 (\$58,513.19 per month) respectively. This Addendum becomes effective upon the last State approval and continues to the termination date of the Lease, or any extension. This Addendum contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form. The Lease met the criteria requiring approval of the Joint Capital Outlay Subcommittee of the Legislature. The Subcommittee approved the Lease on December 4, 2008.

Purpose/Business Case:

This Addendum adds 1,850 square feet to the existing leased space to accommodate additional staff required by a court settlement as well as to alleviate current overcrowding which poses health and safety risks. This will allow the Department to meet their new program standards with operational efficiencies built into this co-location, rather than looking for new space to house the additional workers.

Benefit:

The additional space will allow the Department to accommodate court ordered staffing levels while alleviating current work station over crowding which poses a health and safety risk. The rental rate is within the current market rate for comparable space.

Funding Source:

55% General Fund, 45% Federal Funds

Commitment Level:

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

5/19/2009 9:30 a.m.

Risk Assessment:

Non-approval of this Addendum will hinder the Department from providing additional work stations to accommodate new staff. Non-approval could also cause additional expenses if they are required to secure a second location in the vicinity to fulfill the court order requiring additional staff.

Zip Code:

49014

Ms. MacDowell presented the Building Committee Reports for the regular meeting of May 12, 2009, and the special meeting of May 19, 2009. After review of the foregoing Building Committee Reports, Ms. MacDowell moved that the Report covering the regular meeting of May 12, 2009, with Items 1 and 2 withdrawn at the State Administrative Board meeting on May 19, 2009, and the Report covering the special meeting of May 19, 2009, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

APPROVED

May 19, 2009

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 **May 12, 2009**. Those present being:

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

Member: Christin McLellen, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Elise Lancaster, Janet Rouse, Department of Management
and Budget; Rick Dolan, Department of Transportation

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

Following discussion, Ms. Lopez moved that the regular and supplemental
agendas be recommended to the State Administrative Board for approval
with Item 28(19) of the regular agenda withdrawn. The motion was
supported by Ms. McLellen and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

5/12/09 4:00 version

FINANCE AND CLAIMS COMMITTEE

May 12, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

May 19, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF ATTORNEY GENERAL

1)	Wakely Consulting Group, Inc Louisville, KY	NOT TO EXCEED \$ 50,000.00 Total FY09-10 100% General Fund Expert Witness services for the following cases: BCBSM's 2009 Nongroup, Group Conversion, and Medigap rate increase
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2. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1)	J. Robert Hunter Arlington, VA	NOT TO EXCEED \$ 134,400.00 Total FY09-10 100% Restricted Insurance Bureau Funds Expert Witness qualified in actuarial principles to assist OFIR in administrative and court hearings for insurance rate filing disapproval cases
2)	Birny Birnbaum Consulting, Incorporated Austin, TX	NOT TO EXCEED \$ 124,800.00 Total FY09 100% Restricted Insurance Bureau Funds Expert Witness qualified in economic principles to assist OFIR by providing an economic perspective in insurance rating factors in administrative and court hearings for insurance rate filing disapproval cases

3. DEPARTMENT OF HUMAN SERVICES

- 1) Keystone Place
Centreville, MI
- NOT TO EXCEED
\$ 608,271.00 Total
FY09-12 80% Federal 20% GF
Three-year contract to assist
families in leaving emergency
shelters
- Northwestern Michigan
Community Action Agency
Traverse City, MI
- NOT TO EXCEED
\$ 630,471.00 Total
FY09-12 80% Federal 20% GF
Three-year contract to assist
families in leaving emergency
shelters
- Newaygo County Community
Services
Fremont, MI
- NOT TO EXCEED
\$ 609,996.00 Total
FY09-12 80% Federal 20% GF
Three-year contract to assist
families in leaving emergency
shelters
- Safe Horizons
Port Huron, MI
- NOT TO EXCEED
\$ 427,371.00 Total
FY09-12 80% Federal 20% GF
Three-year contract to assist
families in leaving emergency
shelters
- Northwestern Michigan
Community Action Agency
Traverse City, MI
- NOT TO EXCEED
\$ 570,801.00 Total
FY09-12 80% Federal 20% GF
Three-year contract to assist
families in leaving emergency
shelters
- 2) Various County Prosecutors
and Friends of the Court
CS-COM '10 Series
(Listing on file)
- NOT TO EXCEED
\$ 85,806,377.00 Total
FY09-12 66% Federal Funds
34% County Match
Three-year contracts for
combination Friend of the Court
and Prosecuting Attorney
services for child support
enforcement

3. DEPARTMENT OF HUMAN SERVICES continued

- 3) Various Friend of the Court NOT TO EXCEED
CS-FOC '10 Series \$246,740,459.00 Total
(Listing on file) **FY09-12** 66% Federal Funds
34% County Match
Three-year contracts for Friend
of the Court child support
enforcement
- 4) Various County Prosecutors NOT TO EXCEED
CS-PA '10 Series \$ 41,741,148.00 Total
(Listing on file) **FY09-12** 66% Federal Funds
34% County Match
Three-year contracts for
Prosecuting Attorney services
to establish and obtain child
support orders

4. DEPARTMENT OF NATURAL RESOURCES

- 1) left blank intentionally

5. DEPARTMENT OF TREASURY

- 1) JPMorgan Chase Bank, N.A. NOT TO EXCEED
Detroit, MI \$ 28,880,740.00 Total
FY10-15 100% Restricted Fund
Financial Institution Services Fund
Banking Lockbox, Income Tax and
Business Tax Processing
Services

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

6. DEPARTMENT OF CORRECTIONS

- | | | |
|----|---|---|
| 1) | Lifeways Community Mental Health Authority
Jackson, MI | \$ 2,400,000.00 Amendment
\$ 15,947,591.00 New Total
FY09 100% General Fund
Additional funds to continue Michigan Prisoner Re-Entry Initiative services |
| 2) | Various Michigan Prisoner Re-Entry Initiative Services Providers
(Listing on File) | \$ 5,709,824.00 Amendment
\$ 76,890,409.00 New Total
FY09 100% General Fund
Additional funds to continue Michigan Prisoner Re-Entry Initiative services |
| 3) | LocumTenens.com
Alpharetta, GA | \$ 1,500,000.00 Amendment
\$ 4,500,000.00 New Total
FY10 100% General Fund
Additional funding to exercise one-year option and continue psychiatric services |

7. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- | | | |
|----|--|---|
| 1) | Various Substitute Rehab Teachers
(Listing on file) | \$ 30,000.00 Amendment
\$ 79,875.00 New Total
FY09 78% Federal Funds-Title 1
22% State Funds-GF/GP
Additional funds for the two contracts for Substitute Rehabilitation Teachers at the Michigan Commission for the Blind Training Center in Kalamazoo |
|----|--|---|

8. DEPARTMENT OF HUMAN SERVICES

- 1) Various Foster Care Placement Agencies
PAFC Series
(Listing on file) \$ 16,694,969.00 Amendment
\$120,972,873.60 New Total
FY09-10 34% Federal 66% GF
Additional funds necessary for
an increase in per diem
payments to private child
placing agencies - lawsuit
settlement
- 2) Ionia County Court - Family
Division
Ionia, MI \$ 5,000.00 Amendment
\$ 29,000.00 New Total
FY09 100% State GF/GP
Additional funds for the
contract for Juvenile
Delinquent Transport, Home
Detention, and Holdover due to
an increase in the number of
juveniles entering court system
- 3) Roberta Meide
Ironwood, MI \$ 4,000.00 Amendment
\$ 28,600.00 New Total
FY09 100% Federal
Additional funds for the
contract for Parent Aide
Services due to an increase in
clients served

SECTION III - AGENCY SUBMITTED - NEW GRANTS

9. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Don Hanson for Berrien/
Cass/Van Buren Michigan
Works! Agency
Benton Harbor, MI \$ 331,350.00 Total
FY09 100% Federal WIA Funds
To provide funding to operate a
Jobs for America's Graduates
(JAG) program with at-risk, in-
school youth

10. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES

- 1) City of Detroit \$ 40,000.00 Total
Detroit, MI **FY09-10** 100% Federal Funds
(Historic Preservation Fund)
Joint project between the City
of Detroit and the Friends of
the Belle Isle Aquarium to re-
roof and weatherize the Belle
Isle Aquarium so that it can be
reopened to the public
- City of Kalamazoo \$ 37,000.00 Total
Kalamazoo, MI **FY09-10** 100% Federal Funds
(Historic Preservation Fund)
Train unemployed workers in the
techniques and methods of how
to rehabilitate historic
windows

11. DEPARTMENT OF NATURAL RESOURCES

- 1) Various County Sheriff \$ 336,558.00 Total
Departments **FY09** 100% Federal
(Listing on file) U.S. Coast Guard Funding to
local sheriff departments for
the purchase of equipment for
patrols on Michigan waterways

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

12. DEPARTMENT OF AGRICULTURE

- 1) Alpena Conservation District \$ 160,000.00 Amendment
Alpena, MI \$ 628,900.00 New Total
FY09 100% Restricted Funds
Agriculture Equine Fund
To add additional cost share
funding to promote and
implement the use of wildlife
risk mitigation practices where
Bovine TB infected wildlife are
present

13. DEPARTMENT OF COMMUNITY HEALTH

- 1) Health Emergency Management Services, Inc.
Wayne, MI \$ 510,000.00 Amendment
\$ 4,112,752.00 New Total
FY09 100% Federal
Additional funds for a one-year grant agreement to provide funding for regional medical bio-defense networks
- 2) Kalamazoo County Medical Control Authority
Kalamazoo, MI \$ 160,884.00 Amendment
\$ 1,366,787.00 New Total
FY09 100% Federal
Additional funds for one-year grant agreement to provide funding for regional medical bio-defense networks
- 3) Marquette County EMS Medical Control Authority
Marquette, MI \$ 150,000.00 Amendment
\$ 809,216.00 New Total
FY09 100% Federal
Additional funds for one-year grant agreement to provide funding for regional medical bio-defense networks
- 4) MHA Center for Health Resources (for Genesee MCA)
Flint, MI \$ 250,000.00 Amendment
\$ 1,316,574.00 New Total
FY09 100% Federal
Additional funds for one-year grant agreement to provide funding for regional medical bio-defense networks
- 5) Muskegon County Medical Control Authority
Muskegon, MI \$ 215,000.00 Amendment
\$ 1,388,829.00 New Total
FY09 100% Federal
Additional funds for one-year grant agreement to provide funding for regional medical bio-defense networks

13. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | | |
|----|---|---------------------------------|--|
| 6) | Tri-County Emergency Medical Control Authority
Lansing, MI | \$ 72,500.00
\$ 1,123,688.00 | Amendment
New Total
FY09 100% Federal
Additional funds for one-year grant agreement to provide funding for regional medical bio-defense networks |
| 7) | Blue Water Centers for Independent Living
Port Huron, MI | \$ 105,000.00
\$ 185,000.00 | Amendment
New Total
FY09 100% State Restricted Civil Monetary Penalty Funds
Additional funds for one-year grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence |
| 8) | Disability Network Southwest Michigan (DN/SWN)
Kalamazoo, MI | \$ 48,000.00
\$ 128,000.00 | Amendment
New Total
FY09 100% State Restricted Civil Monetary Penalty Funds
Additional funds for one-year grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence |
| 9) | Midwest AIDS Coalition
Ferndale, MI | \$ 147,270.00
\$ 457,661.00 | Amendment
New Total
FY09 68% Federal
32% State Restricted Michigan Health Initiative Funds
Additional funds for one-year grant agreement to provide HIV prevention services targeting high risk individuals |

13. DEPARTMENT OF COMMUNITY HEALTH continued

10)	Midwest AIDS Coalition Ferndale, MI	\$ 58,058.00 Amendment \$ 131,558.00 New Total
		FY09 56% Federal 44% State Restricted Michigan Health Initiative Additional funds for one-year grant agreement to provide technical assistance and technology transfer activities targeted to providers of HIV/AIDS services and Michigan HIV/STD News
11)	James Wilkins Northville, MI	\$ 48,396.00 Amendment \$ 72,896.00 New Total
		FY09 100% Federal Additional funds for seven-and- half-month agreement to provide support services for the closure of the Mt. Pleasant Center
12)	Various Local Public Health Departments (Listing on File)	\$ 1,543,651.00 Amendment \$119,974,873.00 New Total
		FY09 33.13% State GF 5.0% State Restricted Healthy Michigan Fund 0.88% State Restricted Michigan Health Initiative Fund 56.57% Federal Funds 4.42% Fees/Other Additional funds for one-year grant agreements to provide access to critical health services to local public health departments

13. DEPARTMENT OF COMMUNITY HEALTH continued

- 13) Various Vendors
(Listing on File) \$ 83,151.00 Amendment
\$145,252,773.00 New Total
FY09 60.27% Federal
39.73% State GF
Additional funds for one-year grant agreement to provide funding for Home and Community-based services for the elderly and disabled waiver program as an option to institutionalization in nursing facilities
- 14) Early Childhood Investment Corp.
Lansing, MI \$ 46,667.00 Amendment
\$ 140,000.00 New Total
FY09 100% Federal
Additional funds for the one-year grant agreement for the Great Start System that supports policy development and planning to integrate early childhood initiatives

14. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Michigan League for Human Services/Residential Ratepayer Consortium
Lansing, MI \$ 127,260.00 Amendment
\$ 390,870.00 New Total
FY09 100% Restricted Funds
Utility Consumer Representation Fund
Additional funding to be provided to the Grantee to participate in and represent the interests of residential customers in various hearings and court proceedings involving 2008 Power Supply Cost Recovery (PSCR) and Gas Cost Recovery (GCR) cases for Detroit Edison and Consumers Energy companies

14. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH continued

2)	The Honorable Kenneth V. Cockrel, Jr., or his Successor, for Detroit Workforce Development Dept. Detroit, MI	\$ 26,000.00 Amendment \$ 772,282.00 New Total FY09 100% Federal TANF Funds
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Additional funding will be allocated to the grantee to run the Moving Men and Women to Economic Independence in Michigan" employment training pilot program

SECTION V - DMB SUBMITTED - NEW CONTRACTS

15. DEPARTMENT OF AGRICULTURE

1)	Agilent Technologies, Inc. Wilmington, DE	\$ 96,147.74 (One-Time) FY09 100% Federal Funds 071I9200139 Triple Quadrupole Mass Spectrometer
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16. DEPARTMENT OF COMMUNITY HEALTH

1)	Ingenix, Inc. Eden Prairie, MN	NOT TO EXCEED \$ 2,335,482.00 (5 years) FY09-14 75% Federal 25% GF 071I92000176 Maintenance Support and Licenses for the Software for Ambulatory Payment Classification Outpatient Claim Methodology
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17. DEPARTMENT OF INFORMATION TECHNOLOGY

Various RE:START Vendors

Short-term Staff Augmentation for information technology for various departments

1)	E-Com, Inc. (Raman Sharma) Garden City, MI	NOT TO EXCEED \$ 83,200.00 (1 year) FY09-10 100% General Funds 071I9200113 For a Senior Database Administrator to assist the Department of Corrections with an upgrade to a Sybase ASE database
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18. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Various Lawn Mowing Service Providers
(Listing on File) \$ 10,296,936.00 (5 years)
FY09-14 100% Restricted Funds
Statewide Trunkline Funds
071I9200098, 071I9200099,
071I9200100, and 071I9200101
Mowing Services for the
Department of Transportation

19. DEPARTMENT OF NATURAL RESOURCES

- 1) C & S Carriers, Inc.
Alpena, MI \$ 51,643.31 (3yr 4 mo)
FY09-12 100% Restricted Funds
Off Road Trail Improvement Subfund
071I9200121 Dust control in
the Upper Peninsula on Off-Road
Vehicle Routes
- 2) left blank intentionally

20. DEPARTMENT OF TRANSPORTATION

- 1) Ridgemoor Supply, Inc.
Kentwood, MI NOT TO EXCEED
\$ 291,800.00 (One-Time)
FY09 100% Restricted Funds
State Trunkline Fund
071I9200108 Bridge Expansion
Joint Materials
- 2) Truck and Trailer Specialties
Boyne Falls, MI NOT TO EXCEED
\$ 97,685.00 (One-Time)
FY09 100% Restricted Funds
State Trunkline Fund
071I9200106 Aerial Lift

20. DEPARTMENT OF TRANSPORTATION continued

3) Truck and Trailer Specialties NOT TO EXCEED
Dutton, MI \$ 29,968.00 (One-Time)
FY09 100% Restricted Funds
State Trunkline Fund
071I9200107 Tire Service Truck
Body

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

21. DEPARTMENT OF COMMUNITY HEALTH

1) Care One, Inc. \$ 100,000.00 Amendment
Ypsilanti, MI \$ 8,002,528.00 New Total
FY09 100% General Funds
071B5200263 Additional funding
to add DCH to the contract for
Health Care Staffing Services

22. DEPARTMENT OF HUMAN SERVICES

1) PCA Corrections, LLC \$ 1,200,000.00 Amendment
Louisville, KY \$ 5,519,727.03 New Total
FY09-10 50% General Funds
50% Other - County Chargeback
071B5200290 Additional funding
for a one-year option to the
contract for Pharmacy Services
for Juvenile Facilities

23. DEPARTMENT OF INFORMATION TECHNOLOGY

Various RE:START Vendors

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

1) TekSystems (Scott Larsen) Grand Rapids, MI	NOT TO EXCEED \$ 70,080.00 Amendment \$ 120,080.00 New Total FY09 100% Revolving Funds 071B9200070 Additional funding for a five-month option to the contract for a Security Analyst to assist in the installation, testing, and validation of a Federally-mandated Security Information and Event Management system for the Department of Human Services, Bridges application
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24. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Amerisource Bergen Company Williamston, MI	\$ 0.00 Amendment \$138,045,532.00 New Total FY09 40% Federal 60% GF 071B4200237 Four-month extension of the contract for the Prime Vendor Wholesaler for Pharmaceutical Distribution, Statewide
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25. DEPARTMENT OF NATURAL RESOURCES

1) Holli Forest Products Indianapolis, IN	\$ 180,000.00 Amendment \$ 267,585.00 New Total FY09-10 100% Restricted Funds Forest Development Fund 071B8200225 Additional funding for a one-year option to the contract for Scarification and Trenching Services for Hand Planting of Tree Seedlings
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26. DEPARTMENT OF TRANSPORTATION

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27. DEPARTMENT OF TREASURY

1)	Printwell Acquisitions, Inc.	\$	80,000.00	Amendment
	Taylor, MI	\$	595,100.00	New Total
		FY10	95% Restricted	
			Delinquent Tax Collection Revenue	
			5% General Funds	
			071B6200335	Additional funding
				for a one-year option to the
				contract for Printing of Income
				Tax Booklets and Related Forms

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

28. DEPARTMENT OF CORRECTIONS

Inmate Claims

1) Mark Armstrong #287445 unspecified

The claimant (07-SAB/DOC-159) requests an unspecified amount of reimbursement for his adaptor, radio tape player, and beard trimmers lost while under control of the Department. The Department recommends denial of this claim.

2) Robert Bailey #237838 \$279.45

The claimant (07-SAB/DOC-160) requests \$279.45 reimbursement for 12 tapes, tape player, headphones, watch, tape box, and his coat. The Department recommends approval of \$56.17 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

- 3) Robert Bell #261576 \$ 16.99

The claimant (07-SAB/DOC-163) requests \$16.99 reimbursement for his sweatpants confiscated by staff. The Department recommends approval of \$9.91 for this claim.

- 4) John Boda #383156 \$ 15.75

The claimant (07-SAB/DOC-164) requests \$15.75 reimbursement for his headphones damaged by staff. The Department recommends approval of \$2.70 for this claim.

- 5) Willie Boyd #217432 \$250.00

The claimant (07-SAB/DOC-040) requests \$250.00 reimbursement for 22 tapes and a tape case lost while under control of the Department. The Department recommends denial of this claim.

- 6) James Brown #267455 \$ 30.89

The claimant (07-SAB/DOC-165) requests \$30.89 reimbursement for his headphones damaged while under control of the Department. The Department recommends approval of \$2.70 for this claim.

- 7) Mark Brown #168063 \$ 51.21

The claimant (07-SAB/DOC-017) requests \$51.21 reimbursement for 30 markers, glitter glue stick, and 2 white tag boards missing during transfer. The Department recommends denial of this claim.

- 8) David Brownburg #233719 unspecified

The claimant (07-SAB/DOC-027) requests an unspecified amount of reimbursement for his typewriter damaged by staff. The Department recommends denial of this claim.

- 9) Angelo Burnett #234711 \$ 25.49

The claimant (07-SAB/DOC-018) requests \$25.49 reimbursement for his beard trimmers lost while under control of the Department. The Department recommends approval of \$4.83 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

10) Jeffrey Carney #188923 \$ 25.19

The claimant (07-SAB/DOC-019) requests \$25.19 reimbursement for his headphones lost while under control of the Department. The Department recommends denial of this claim.

11) Kenneth Clark #115762 \$ 15.95

The claimant (07-SAB/DOC-170) requests \$15.95 reimbursement for his tape player seized by staff. The Department recommends approval of \$6.38 for this claim.

12) Everett Cox #235218 \$212.76

The claimant (07-SAB/DOC-172) requests \$212.76 reimbursement for 13 pairs of boxers, 6 books, 83 magazines, toiletries, envelopes, and a soap dish. The Department recommends denial of this claim.

13) Victor Cron #572358 \$100.00

The claimant (07-SAB/DOC-174) requests \$100.00 reimbursement for 3 completed jewelry boxes damaged during shipment to his mother. The Department recommends denial of this claim.

14) Raymond Echlin #174392 \$ 86.59

The claimant (07-SAB/DOC-046) requests \$86.59 reimbursement for numerous items of personal property lost during transfer. The Department recommends denial of this claim.

15) Daniel Fox, Sr. #388476 \$297.00

The claimant (07-SAB/DOC-175) requests \$297.00 reimbursement for his typewriter that was damaged while under control of the Department. The Department recommends approval of \$178.20 for this claim.

16) Randy Garner #175985 \$311.00

The claimant (07-SAB/DOC-014) requests \$311.00 reimbursement for his typewriter lost while under control of the Department. The Department recommends approval of \$12.00 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

17) Michael Gresham #272603 \$159.00

The claimant (07-SAB/DOC-178) requests \$159.00 reimbursement for his TV damaged during transfer. The Department recommends approval of \$8.00 for this claim.

18) Derrick Hall #219552 \$442.64

The claimant (07-SAB/DOC-180) requests \$442.64 reimbursement for his food, toiletries, tape box, and 24 tapes lost while under control of the Department. The Department recommends denial of this claim.

19) Kenneth Harrison #173108 \$738.31

The claimant (08-SAB/DOC-231) requests \$738.31 reimbursement for his ~~personal effects~~ while under control of the Department. The Department recommends approval of \$112.84 for this claim.

20) Lamont Heard #252329 \$185.58

The claimant (06-SAB/DOC-415) requests \$185.58 reimbursement for his typewriter, watch and religious books lost while under control of the Department. The Department recommends approval of \$4.34 for this claim.

21) William Hill #153219 \$ 20.87

The claimant (07-SAB/DOC-182) requests \$20.87 reimbursement for his lamp lost while under control of the Department. The Department recommends approval of \$3.89 for this claim.

22) Robert Howard #201588 \$135.00

The claimant (07-SAB/DOC-183) requests \$135.00 reimbursement for his winter coat seized as contraband. The Department recommends approval of \$9.00 for this claim.

23) Wayne Jack #136093 \$ 20.85

The claimant (08-SAB/DOC-410) requests \$20.85 reimbursement for 3 magazines seized by staff. The Department recommends approval of \$2.09 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

24) Nicholas Jackson #383970 \$ 47.25

The claimant (07-SAB/DOC-021) requests \$47.25 reimbursement for his jacket lost while under control of the Department. The Department recommends approval of \$24.50 for this claim.

25) Marvin Johnson #271904 \$600.00

The claimant (08-SAB/DOC-160) requests \$600.00 reimbursement for his eyeglass damaged during a shakedown. The Department recommends denial of this claim.

26) Gary Ketchum #246005 \$277.49

The claimant (06-SAB/DOC-306) requests \$277.49 reimbursement for numerous items lost while under control of the Department. The Department recommends approval of \$34.52 for this claim.

27) Phillip Kirkwood #251898 \$84.50

The claimant (06-SAB/DOC-032) requests \$84.50 reimbursement for 3 t-shirts, 1 pair of boots, gym shoes, 2 pairs of pants, hobby craft items, hangers, and an extension cord. The Department recommends denial of this claim.

28) Scott Lantzy #272240 \$ 23.52

The claimant (07-SAB/DOC-186) requests \$23.52 reimbursement for his radio, 3 t-shirts, and one pair of sweatpants. The Department recommends approval of \$2.00 for this claim.

29) Sheri Love #205419 \$ 5.45

The claimant (07-SAB/DOC-145) requests \$5.45 reimbursement for a jar of coffee disposed of by staff. The Department recommends denial of this claim.

30) Silas McAdoo #241485 \$584.96

The claimant (06-SAB/DOC-012) requests \$584.96 reimbursement for numerous items of personal property lost while under control of the Department. The Department recommends denial of this claim.

28. DEPARTMENT OF CORRECTIONS continued

31) Anthony McClendon #186015 \$293.28

The claimant (08-SAB/DOC-359) requests \$293.28 reimbursement for numerous personal items lost while under control of the Department. The Department recommends denial of this claim.

32) Andre McCray #217690 \$ 84.00

The claimant (07-SAB/DOC-128) requests \$84.00 reimbursement for 7 tapes lost while under control of the Department. The Department recommends approval of \$3.50 for this claim.

33) Larry McGhee #501411 \$214.01

The claimant (07-SAB/DOC-007) requests \$214.01 reimbursement for 4 bags of excess property lost while under control of the Department. The Department recommends denial of this claim.

34) Robert McKinney #126002 \$ 93.00

The claimant (07-SAB/DOC-190) requests \$93.00 reimbursement for his TV damaged during transfer. The Department recommends approval of \$9.33 for this claim.

35) Joseph Marks #224747 \$141.75

The claimant (07-SAB/DOC-045) requests \$141.75 reimbursement for his TV and tape player seized and disposed of in error. The Department recommends approval of \$15.62 this claim.

36) James Martin #215208 \$388.00

The claimant (08-SAB/DOC-432) requests \$388.00 reimbursement for his headphones, beard trimmer, boots, 2 pairs of gym shoes, jeans, tape player, 5 tapes, and a jacket. The Department recommends denial of this claim.

37) Jason Maupin #382484 \$101.60

The claimant (07-SAB/DOC-189) requests \$101.60 reimbursement for his TV, 2 bags of tobacco, and 3 bags of coffee lost while under control of the Department. The Department recommends approval of \$48.59 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

38) Derrick Mitchell #325800 \$ 91.99

The claimant (07-SAB/DOC-008) requests \$91.99 reimbursement for his TV damaged during transfer. The Department recommends approval of \$19.60 for this claim.

39) Ladonna Moore #276537 \$ 68.54

The claimant (08-SAB/DOC-121) requests \$68.54 reimbursement for his store order given to another prisoner. The Department recommends denial of this claim.

40) Lystra Moore #212695 \$ 35.00

The claimant (07-SAB/DOC-068) requests \$35.00 reimbursement for his headphones lost while under control of the Department. The Department recommends approval of \$3.50 for this claim.

41) Julio Muriel #395856 \$338.15

The claimant (08-SAB/DOC-161) requests \$338.15 reimbursement for numerous items stolen from his cell. The Department recommends denial of this claim.

42) Cleveland Neal #138795 \$274.40

The claimant (07-SAB/DOC-070) requests \$274.40 reimbursement for his beard trimmers, TV, and typewriter lid damaged while under control of the Department. The Department recommends approval of \$27.45 this claim.

43) Ramon Palacios #187998 \$600.00

The claimant (07-SAB/DOC-377) requests \$600.00 reimbursement for his TV, radio, headphones, boots, walkman, dryer, tapes, and padlocks while under control of the Department. The Department recommends denial of this claim.

44) Philip Paquette #229084 \$ 5.50

The claimant (07-SAB/DOC-140) requests \$5.50 reimbursement for his scissors confiscated by staff. The Department recommends approval of \$.60 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

45) Michael Pearson #223908 \$ 5.37

The claimant (07-SAB/DOC-192) requests \$5.37 reimbursement for his lock broken by staff. The Department recommends approval of \$.70 for this claim.

46) Timothy Plair #502128 \$ 60.00

The claimant (08-SAB/DOC-222) requests \$60.00 reimbursement for his headphones lost while under control of the Department. The Department recommends approval of \$18.35 for this claim.

47) Robert Rivers #171040 \$ 20.42

The claimant (07-SAB/DOC-055) requests \$20.42 reimbursement for several toiletries lost while under control of the Department. The Department recommends denial of this claim.

48) Christopher Rios #413963 \$ 31.00

The claimant (07-SAB/DOC-196) requests \$31.00 reimbursement for his tape player inappropriately destroyed by staff. The Department recommends approval of \$21.59 this claim.

49) Heather Robinson #309247 \$ 27.00

The claimant (07-SAB/DOC-304) requests \$27.00 reimbursement for a stop payment of a money order. The Department recommends denial of this claim. The Department of Attorney General recommends approval of this claim for \$27.00.

50) Morris Rogers #156853 \$999.99

The claimant (08-SAB/DOC-280) requests \$999.99 reimbursement for his diamond ring lost by staff. The Department recommends denial of this claim.

51) Daryl Smith #205522 \$288.54

The claimant (07-SAB/DOC-120) requests \$288.54 reimbursement for a pair of boots, jeans, shirt, 3 pairs of sweatpants, leather pieces, sweatshirt, coat, and a pair of gym shoes. The Department recommends approval of \$25.10 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

52) Kenneth Smith #212103 \$829.30

The claimant (07-SAB/DOC-051) requests \$829.30 reimbursement for numerous items lost during transfer. The Department recommends approval of \$37.07 for this claim.

53) Maurice Spearman #158437 \$ 60.40

The claimant (07-SAB/DOC-125) requests \$60.40 reimbursement for his footlocker damaged during transfer. The Department recommends approval of \$4.37 for this claim.

54) Lloyd Spencer #157303 \$527.02

The claimant (08-SAB/DOC-135) requests \$527.02 reimbursement for numerous items of personal property. The Department recommends approval of \$117.55 for this claim.

55) JL Summers #202645 \$ 44.00

The claimant (07-SAB/DOC-396) requests \$44.00 reimbursement for a lost document and pain and stress for lost medical documents. The Department recommends approval of \$7.00 for this claim.

56) Mark Swanigan #475764 \$165.95

The claimant (08-SAB/DOC-262) requests \$165.95 reimbursement for his TV lost while under control of the Department. The Department recommends denial of this claim.

57) Dominic Tamburino #268269 \$ 48.26

The claimant (07-SAB/DOC-404) requests \$48.26 reimbursement for his store goods missing from his property during transfer. The Department recommends denial of this claim.

58) Michael Taylor #366061 \$ 41.90

The claimant (08-SAB/DOC-188) requests \$41.90 reimbursement for his eyeglasses frames and walkman broken during a shake down of his cell. The Department recommends denial of this claim.

28. DEPARTMENT OF CORRECTIONS continued

59) Raymond Thacker #204623 \$ 25.99

The claimant (08-SAB/DOC-146) requests \$25.99 reimbursement for his gym shoes lost while under control of the Department. The Department recommends denial of this claim.

60) Gilbert Thompson #136361 \$ 65.00

The claimant (08-SAB/DOC-285) requests \$65.00 reimbursement for his personal winter coat lost while under control of the Department. The Department recommends denial of this claim.

61) Donald Tippens #475383 \$ 99.52

The claimant (08-SAB/DOC-385) requests \$99.52 reimbursement for money being taken out of his account for an unknown debt. The Department recommends denial of this claim.

62) Haider Tomaz #373200 \$354.89

The claimant (08-SAB/DOC-253) requests \$354.89 reimbursement for unspecified property lost by staff. The Department recommends denial of this claim.

63) Danyale Tubbs #292944 \$ 91.90

The claimant (08-SAB/DOC-095) requests \$91.90 reimbursement for his beard trimmers, walkman, headphones, and adapter damaged while under control of the Department. The Department recommends denial of this claim.

64) Derek Turner #148089 \$ 73.39

The claimant (08-SAB/DOC-189) requests \$73.39 reimbursement for his tape player, crucifix, and chain lost while under control of the Department. The Department recommends denial of this claim.

65) Derek Turner #148089 \$158.00

The claimant (08-SAB/DOC-309) requests \$158.00 reimbursement for his footlockers lost while under control of the Department. The Department recommends denial of this claim.

28. DEPARTMENT OF CORRECTIONS continued

66) Kevin Turner #179985 \$297.00

The claimant (08-SAB/DOC-414) requests \$297.00 reimbursement for his typewriter lost while under control of the Department. The Department recommends denial of this claim.

67) Michael Wappler #158169 \$ 70.00

The claimant (07-SAB/DOC-110) requests \$70.00 reimbursement for his footlocker damaged during transfer. The Department recommends approval of \$8.53 this claim.

68) Donald Watkins #189545 \$ 54.95

The claimant (07-SAB/DOC-127) requests \$54.95 reimbursement for his walkman sent out for repair and destroyed by staff contrary to policy. The Department recommends approval of \$14.99 for this claim.

69) Sebryne Walthall #258298 \$ 95.50

The claimant (07-SAB/DOC-453) requests \$95.50 reimbursement for his TV he was forced to turn over to other prisoners. The Department recommends denial of this claim.

70) Thomas Weisenberg #184925 \$436.75

The claimant (08-SAB/DOC-310) requests \$436.75 reimbursement for his guitar, digatech effects pedal, radio, 24 tapes, and his tape player stolen from his cell. The Department recommends denial of this claim.

71) Farod Westerfield #385400 \$100.00

The claimant (08-SAB/DOC-273) requests \$100.00 reimbursement for the money he sent to another inmate but was seized by the Department and placed in the Prisoner Benefit Fund. The Department recommends denial of this claim.

72) Kenneth White #148245 \$ 79.50

The claimant (07-SAB/DOC-101) requests \$79.50 reimbursement for his TV damaged during transfer. The Department recommends approval of \$15.90 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

73) Daniel Whitfield #204557 \$ 87.90

The claimant (07-SAB/DOC-076) requests \$87.90 reimbursement for his TV damaged during transfer. The Department recommends approval of \$8.00 for this claim.

74) Robert Whyte #221959 \$694.46

The claimant (08-SAB/DOC-096) requests \$694.46 reimbursement for numerous items stolen from his wall locker and footlocker while he was out to chow. The Department recommends denial of this claim.

75) Tauheed Wilder #323774 \$131.00

The claimant (07-SAB/DOC-112) requests \$131.00 reimbursement for clothing, shower shoes, and an extension cord. The Department recommends approval of \$46.20 for this claim.

76) Anthony Williams #443785 \$ 42.19

The claimant (08-SAB/DOC-275) requests \$42.19 reimbursement for his toiletries seized by staff. The Department recommends denial of this claim.

77) Leon Williams #372355 \$829.56

The claimant (07-SAB/DOC-450) requests \$829.56 reimbursement for his numerous items including his court transcripts lost during transfer. The Department recommends approval of \$65.39 for this claim.

78) Rodney Williams #176720 \$423.41

The claimant (08-SAB/DOC-303) requests \$423.41 reimbursement for his typewriter lost while under control of the Department. The Department recommends approval of \$26.26 for this claim.

79) Sebastian Williams #214991 \$600.00

The claimant (08-SAB/DOC-195) requests \$600.00 reimbursement for numerous items lost when transferred. The Department recommends denial of this claim.

28. DEPARTMENT OF CORRECTIONS continued

80) Wardell Willis #493270 \$ 46.97

The claimant (07-SAB/DOC-436) requests \$46.97 reimbursement for his watch stolen while under control of the Department. The Department recommends denial of this claim.

81) Dean Wilske #460514 \$ 61.00

The claimant (08-SAB/DOC-274) requests \$61.00 reimbursement for his beard trimmers and walkman stolen while under control of the Department. The Department recommends denial of this claim.

82) Harold Wilson #325150 \$ 72.02

The claimant (08-SAB/DOC-213) requests \$72.02 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

83) Jeffrey Woodard #159374 \$ 89.00

The claimant (07-SAB/DOC-201) requests \$89.00 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$8.00 for this claim.

29. DEPARTMENT OF HUMAN SERVICES

1) Ian Tschirhart \$420.00

The claimant (09-SAB-043) requests \$420.00 reimbursement for damage to his vehicle while on State business and for his telephone and GPS stolen out of the vehicle. The Department recommends approval of \$428.09 for this claim.

30. DEPARTMENT OF STATE

1) Wyatt Robert Hampton \$100.00

The claimant (09-SAB-032) requests \$100.00 reimbursement for towing and impound charges due to a Secretary of State error. The Department recommends approval of \$89.58 for this claim.

30. DEPARTMENT OF STATE continued

- 2) Keith M. Heier \$140.00

The claimant (09-SAB-44) requests \$140.00 reimbursement for towing fees due to a Secretary of State error. The Department recommends approval of this claim.

31. DEPARTMENT OF TRANSPORTATION

- 1) Debra Williams \$520.00

The claimant (09-SAB-040) requests \$520.00 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends denial of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

32. MICHIGAN STRATEGIC FUND

- 1) Requests approval of the application for designation of a 15-year Renewable Energy Renaissance Zone for Heat Transfer International - City of Kentwood/Kent County

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

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

5/11/2009 1:15 version

FINANCE AND CLAIMS COMMITTEE

May 12, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

May 19, 2009, 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

1s. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- | | |
|--|---|
| 1) Ruth Ruttenberg & Assoc.
Northfield, Vermont | NOT TO EXCEED
\$ 50,000.00 Total
FY09 50% Federal OSHA
23 (g) Operational Program
50% Other-Standard Special
Project Account
For an independent consultant
to compile and prepare
information for a Regulatory
Impact Statement for the
proposed MIOSHA Ergonomics
Standard |
|--|---|

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

2s. DEPARTMENT OF ENVIRONMENTAL QUALITY

- | | |
|--|---|
| 1) Various Grantees
(Listing on file) | \$ 1,365,803.00 Total
FY09-13 100% Restricted
Clean Michigan Initiative
Nonpoint Source Pollution
Control Fund
Grants to implement the
structure and vegetative best
management practices in DEQ-
approved watershed management
plans |
|--|---|

2s. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

2)	Various Grantees (Listing on file)	\$ 2,711,329.00 Total FY09-13 100% Federal Clean Water Act Section 319(h) Grant to implement structural and vegetative best management practices, to promote nonpoint source pollution education, and to develop approvable watershed management plans for Michigan's watersheds
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SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

3s. DEPARTMENT OF HUMAN SERVICES

1)	Various Community Action Agencies (Listing on file)	\$ 180,000.00 Amendment \$ 360,000.00 New Total FY09-10 100% Federal Funds Additional funds for a one-year extension of the grant for a variety of services to meet the needs of migrant and seasonal farm workers
----	---	--

SECTION V - DMB SUBMITTED - NEW CONTRACTS

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

4s. DEPARTMENT OF COMMUNITY HEALTH

1)	Public Consulting Group Boston, MA	\$ 2,655,740.00 Amendment \$ 7,685,973.00 New Total FY10 50% General Funds 50% Federal Funds 071B7200037 Additional funds for a one-year option to the contract for the Medicaid School-Based Services/Random Moment Time Study
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5s. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1)	Moore & Associates, Inc.	\$	84,150.00	Amendment
	Southfield, MI	\$	487,050.00	New Total
		FY09-10	100% Federal Funds	
		071B5200345	Additional funds	
			for a 10-month, 15-day option	
			to the contract for the	
			Customer Satisfaction Survey	
			component of the Workforce	
			Investment Act Performance	
			Measurement System	

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

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

APPROVED

May 19, 2009

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 **May 19, 2009**. Those present being:

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

Member: Corina Andorfer, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Patrick Isom, Department of Attorney General; Andrea Post,
Department of Education; Sherry Bond, Cindy Collins, Linda
Feldpausch, Elise Lancaster, Janet Rouse, Department of Management
and Budget; Brian DeBano, Department of State; Mike Blackledge, Amy
Meldrum, Wayne Roe, Jr., Department of Transportation; John Walter,
Michigan Strategic Fund; Gary Owen, Lt. Governor's Office

The Finance and Claims Committee special agenda and special ARRA agenda
were presented.

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

Ms. MacDowell adjourned the meeting.

**S P E C I A L
A G E N D A**

5/20/09 11:45 version

FINANCE AND CLAIMS COMMITTEE

May 19, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

May 19, 2009, 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 - DMB SUBMITTED - NEW CONTRACTS

1s. **DEPARTMENT OF NATURAL RESOURCES**

- | | |
|---|---|
| 1) R. J. Thomas Mfg. Co. Inc.
Cherokee, IA | \$ 350,000.00 (3 years)
FY09-12 20.5% Federal Funds
79.5% Restricted Funds
See bid tab
071I9200135 Barrier Free
Picnic Tables |
| Dorr Industries
Holland, MI | \$ 175,000.00 (3 years)
FY09-12 20.5% Federal Funds
79.5% Restricted Funds
See bid tab
071I9200135 Barrier Free
Picnic Tables |

SECTION VI - DMB 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 - APPROVAL OF SPECIAL ITEMS

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

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

5/18/2009 3:55 version

FINANCE AND CLAIMS COMMITTEE

May 19, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

May 19, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

1a. DEPARTMENT OF HUMAN SERVICES

- | | |
|---|---|
| 1) City Year, Incorporated
Detroit, MI | \$ 143,000.00 Total
FY09 100% Federal ARRA Funds
To provide match replacement
funding in support of the
current 2008-2009 AmeriCorps
Program to improve academic
performance of disadvantaged
youth in the Detroit area |
|---|---|

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

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

Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of May 12, 2009, and the special meeting of May 19, 2009. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting of May 12, 2009, and the special meeting of May 19, 2009, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

APPROVED

May 19, 2009

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 May 13, 2009. Those present
being:

Chairperson:	<u>Brian DeBano, representing</u> Secretary of State Land	Approved _____
Member:	<u>Walt Herzig, representing</u> Lt. Governor Cherry	Approved _____
Member:	<u>Jim Shell, representing</u> Attorney General Cox	Approved _____
Others:	Sherry Bond, Janet Rouse, Department of Management and Budget; Mike Blackledge, Amy Meldrum, Pat Scarlett, Betsy Steudle, Karen Watson, Department of Transportation	

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular and supplemental agendas
were presented with Item 17 of the regular agenda withdrawn by the
Department of Transportation.

Following discussion, Mr. Shell moved that the Transportation regular
and supplemental agendas be recommended to the State Administrative
Board for approval with Items 17 and 139 through 147 of the regular
agenda withdrawn and Items 48, 50, and 55 of the regular agenda and
Items 1 and 2 of the supplemental agenda contingent on approval by
the Office of Commission Audit. Supported by Mr. Herzig, the motion
was unanimously adopted.

Mr. DeBano adjourned the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 13, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: May 19, 2009 – 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” (Sale to Abutting Owner
Tract 1184, Control Section 16033, Parcel 2, Part A

The subject tract is located in the Village of Mackinaw City, Cheboygan County, Michigan, and contains approximately 1,768 square feet. The tract has one abutting owner and consists of operational right-of-way for old US-23 (Huron Avenue), which is being encroached upon by improvements on the abutting property. Old US-23 has been turned back to the Village of Mackinaw City; however, the right-of-way remains under MDOT ownership. The Village of Mackinaw City has reviewed the proposed transaction and supports the sale. The tract was appraised by Anthony M. Piazza, appraiser for the requester, on March 2, 2009, at \$10,600, reviewed by Janet Hartford, Property Analyst – North Region, on March 19, 2009, at the amount of \$10,600, and approved for sale by Craig Delaney, North Region Real Estate Agent, on March 24, 2009, for the amount of \$10,600. The sole abutting owner, Karen Russell, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$2,120, which represents a 20 percent down payment. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state. Moreover, this sale will serve to resolve an ongoing encroachment into the operational right-of-way for Old US-23 (Huron Avenue) in the Village of Mackinaw City.

Purpose/Business Case: The purpose of this sale is to resolve an encroachment into MDOT right-of-way, as described above.

Benefit: MDOT will benefit by resolving the encroachment of an abutting improvement into the Old US-23 right-of-way. The sale of this property will generate revenue for the state.

Funding Source: N/A - revenue generating.

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

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced, and the abutting property improvement will continue to encroach upon MDOT right-of-way.

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

Selection: N/A.
New Project Identification: N/A.
Zip Code: 49701.

2. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2009-0440) between MDOT and the Roscommon County Board of Commissioners will provide federal and state grant funds for the reimbursement of land acquisition costs for Parcel 23 and for the update of the Exhibit A property map at the Roscommon County-Blodgett Memorial Airport in Houghton Lake, 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 \$62,000. Source of Funds: FAA Funds (via block grant) - \$49,600; State Bond Funds - \$10,850; Roscommon County Funds - \$1,550.

Criticality: All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones. The property acquisition will allow the airport to meet this federal requirement for safety. An updated Exhibit A property map is required before the airport can receive FAA entitlement monies.

Purpose/Business Case: To provide for the reimbursement of funds to Roscommon County for the acquisition of Parcel 23 and for the update of the Exhibit A property map.

Benefit: Will enhance airport safety by ensuring clear approaches and will satisfy FAA requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Roscommon County Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48629.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2009-0441) between MDOT and the Village of Lakeview will provide federal and state grant funds for the design and construction of two two-unit box hangars and access pavements and for the replacement of the runway end identifier lighting (REIL) on runway 9/27 at the Lakeview-Griffith Field in Lakeview, 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 \$185,000. Source of Funds: FAA Funds (via block grant) - \$175,750; State Restricted Aeronautics Funds - \$4,625; Village of Lakeview Funds - \$4,625.

Criticality: The two-unit box hangars will enhance aircraft operation safety by providing all-season shelter for based aircraft. The access pavements will provide access to the new box hangars. The REIL will enhance airport safety by replacing runway lighting fixtures that are critical to flight operations during hours of darkness.

Purpose/Business Case: To provide for the development of engineering plans for and construction of two two-unit box hangars and access pavements and for the replacement of the REIL on runway 9/27.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Village of Lakeview Funds.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction will be bid 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: 48850.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2009-0448) between MDOT and the Kent County Aeronautics Board (KCAB) will provide federal and state grant funds for the reconstruction of the perimeter road and taxiway Y, the design for the reconstruction of taxiway Z, the purchase of snow removal equipment (SRE), and the conduct of an airfield lighting analysis at the Gerald R. Ford International Airport in Grand Rapids, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 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 \$2,887,000. Source of Funds: FAA Funds - \$2,742,650; State Restricted Aeronautics Funds - \$72,175; KCAB Funds - \$72,175.

Criticality: The projects will preserve and improve the safety of existing airport facilities.

Purpose/Business Case: To provide for the reconstruction of the perimeter road and taxiway Y, for the development of engineering plans for the reconstruction of taxiway Z, the purchase of SRE (plow), and the conduct of an airfield lighting analysis.

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

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

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

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

Cost Reduction: The SRE will be bid locally and awarded to the lowest bidder. The reconstruction of the perimeter road and taxiway Y will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49512.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of SRE Building

Contract (2009-0449) between MDOT and the Schoolcraft County Board of Commissioners will provide federal and state grant funds for the construction of a building to house snow removal equipment (SRE) at the Schoolcraft County Airport in Manistique, 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 \$300,000. Source of Funds: FAA Funds (via block grant) - \$285,000; State Restricted Aeronautics Funds - \$7,500; Schoolcraft County Funds - \$7,500.

Criticality: The SRE building will provide a facility for storing and maintaining the airport's equipment, in accordance with FAA standards.

Purpose/Business Case: To provide for the construction of a building to store the airport's SRE.

Benefit: Will provide a facility for storing and maintaining the airport's SRE, in accordance with FAA standards.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49854.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2009-0450) between MDOT and the Menominee/Marinette Twin County Airport Commission (MMTCAC) will provide federal and state grant funds for the preliminary design and tree clearing for the installation of animal control and security fencing (phase II), for airport crack sealing, and for the preparation of a spill prevention counter control (SPCC) and storm water pollution prevention plan (SWPP) at the Menominee/Marinette Twin County Airport in Menominee, 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 \$100,000. Source of Funds: FAA Funds (via block grant) - \$95,000; State Restricted Aeronautics Funds - \$2,500; MMTCAC Funds - \$2,500.

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

Purpose/Business Case: To provide for the preliminary design and tree clearing for the installation of animal control and security fencing (phase II), for airport crack sealing, and for the preparation of an SPCC and SWPP plan.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% MMTCAC 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 crack sealing was bid through MDOT and awarded to the lowest bidder. There were eight bidders. The fencing and tree clearing 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: 49858.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Terminal Building

Contract (2009-0451) between MDOT and the Branch County Board of Commissioners will provide federal and state grant funds for the design of a terminal building at the Branch County Memorial Airport in Coldwater, 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 \$37,000. Source of Funds: FAA Funds (via block grant) - \$35,150; State Restricted Aeronautics Funds - \$925; Branch County Funds - \$925.

Criticality: This project will provide an increase in capacity for passenger operations and services and is essential to create a safer and more efficient system.

Purpose/Business Case: To provide for the development of engineering plans for the construction of a new terminal building.

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

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The 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: 49036.

8. *HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0226/A3) between MDOT and AECOM USA of Michigan, Inc., will retroactively extend the term of the indefinite delivery of services (IDS) contract by approximately three months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z10) (16 days retroactive). (See following item.) The original contract, which expired on May 3, 2009, provided 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 October 5, 2004, through July 31, 2009. 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.

This amendment is retroactive because the request was not received from the MDOT project manager until April 16, 2009, and there was not sufficient time to process the amendment for the needed approvals before the contract expired.

Criticality: The IDS contract expired on May 3, 2009. If the IDS contract is not retroactively extended, authorizations issued under it cannot be extended as needed, including authorization (Z10), and the research project manager services cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by approximately three months to allow authorizations issued under it to be extended. This will allow the consultant to complete ongoing services, including work under authorization (Z10). No new authorizations will be issued under this contract.

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

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

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

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete ongoing work under authorization (Z10).

Cost Reduction: Costs in professional services contracts are based 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 contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

9. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R3) under Contract (2004-0226) between MDOT and AECOM USA of Michigan, Inc., will retroactively extend the authorization term by approximately three months to provide for approximately three additional months of the services (16 days retroactive). The additional time is needed to allow the consultant to continue to manage research projects until a new research project advisor contract is in place. The original authorization, which expired on May 3, 2009, provided for research project management services to be performed on an as needed/when needed basis. The revised authorization term will be October 5, 2004, through July 31, 2009. The authorization amount remains unchanged at \$445,796.41. Source of Funds: 100% State Restricted Trunkline Funds.

This revision is retroactive because the request was not received from the MDOT project manager until April 16, 2009, and there was not sufficient time to process the revision for the needed approvals before the authorization expired.

Criticality: The authorization expired on May 3, 2009. This revision will allow the consultant to continue to provide research project management services until a new selection is completed.

Purpose/Business Case: To extend the authorization term by approximately three months to allow the consultant to continue to manage research projects until a new research project advisor contract is in place.

Benefit: Will provide for uninterrupted research project management services.

Source of Funds: 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, there could be a break in the provision of the research project management services.

Cost Reduction: Costs in professional services contracts are based 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: 48909.

10. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0448) between MDOT and Professional Engineering Associates, Inc., will provide for as-needed construction staking services to be performed for the Brighton Transportation Service Center (TSC) service area. The work items include project administration, quality assurance, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 22, 2010. The authorization amount will be \$110,003.68. The contract term is March 23, 2007, through March 22, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Proper construction staking is critical to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. Many of the projects requiring this service are scheduled to begin construction in June 2009. It will be necessary for the consultant to begin initial layout staking prior to the start of construction.

Purpose/Business Case: To provide for as-needed construction staking services to be performed for the Brighton TSC service area.

Benefit: Will provide for timely and accurate construction staking to eliminate unnecessary delays and reduce the potential for cost overruns and will provide for project administration, as required by federal law, which will result in a high quality product.

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

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction staking, which could result in increased costs due to re-staking, re-work, and contractor delays, and substandard work could result.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48116.

11. *HIGHWAYS - Increase Services and Amount

Amendatory Contract (2007-0538/A4) between MDOT and the University of Detroit Mercy (UDM) will provide for the continuation of ongoing research services and the performance of several new projects and will increase third year funding by \$32,784. The original contract provides for the development of cost-effective methods of maximizing the current transportation infrastructure, the development of improved supply chain management through improved intermodal connectivity, and the development of affordable alternative sources of energy and methods of fuel distribution for vehicles. UDM oversees the research program with the assistance of the Michigan-Ohio Transportation University Center (MIOH). MIOH is comprised of five universities from Michigan and Ohio and was created to conduct transportation research for the benefit of Michigan, Ohio, and surrounding states. The contract term remains unchanged, May 1, 2007, through September 30, 2009. The revised contract amount will be \$723,434. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: This amendment will provide funding for projects that are critical to advancing the state of alternative fuel research and transportation efficiency in Michigan.

Purpose/Business Case: To provide for the performance of additional research services to benefit MDOT, other Michigan transportation agencies, and Michigan shippers and manufacturers. The projects selected for year three will advance the state of operational efficiencies.

Benefit: Will provide for technological and educational advancement in the areas of alternative fuels, supply chain management, and transportation system efficiency. The research is expected to lead to reduced logistical costs for a number of Michigan shippers and manufacturers, which could increase productivity and income for the state. Additionally, MDOT anticipates that the research findings will expand the market for alternative fuels produced in Michigan.

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

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

Risk Assessment: Failure to approve this amendment could result in the loss of funding from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the possible forfeiture of cost savings from the research findings.

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

Selection: N/A for amendment and for original contract (SAFETEA-LU earmark).

New Project Identification: This is not a new project.

Zip Code: 48221.

12. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0009) between MDOT and Tetra Tech of Michigan, P.C., will provide for as-needed design survey services, including photogrammetric control services and supplemental road topographic pickup survey work, to be performed along I-69 from Moss Road to Taylor Road in St. Clair County (CSs 77023, 77024 - JN 88151C). The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$326,408.44. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: The 17.5-mile section of I-69 from Moss Road to Taylor Road in St. Clair County is deteriorating rapidly. The completed survey work will provide essential information on which to base the designs of multiple projects over the next year.

Purpose/Business Case: To provide for the performance of as-needed design survey services, including photogrammetric control services and supplemental road topographic pickup survey work, for the reconstruction of I-69 from Moss Road to Taylor Road in St. Clair County.

Benefit: This method of mapping will increase the accuracy of the delivered map by not relying solely on photogrammetry and will be less expensive than conventional surveying methods.

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

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

Risk Assessment: If the authorization is not approved and the services are not performed, an opportunity will be lost to produce more accurate maps and realize cost savings.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

13. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R1) under Contract (2008-0027) between MDOT and RS Engineering, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$163,494.41. The additional services will include the update of the original design plans for a new interchange at I-96 and Latson Road. The additional work will include preparing design alternatives, performing additional survey and drainage design work, and preparing right-of-way (ROW) revisions for the Chilson Road and Nixon Road intersection. The additional services will address changes requested by the Livingston County Road Commission and the Livingston County Drain Commission. The original authorization provides for the performance of design services for the proposed I-96/Latson Road interchange in Livingston County (CS 47065 - JN 101622C). The authorization term remains unchanged, September 2, 2008, through November 25, 2010. The revised authorization amount will be \$853,321.74. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is included in MDOT's Five Year Plan. In order to deliver the project on time, MDOT must revise the original authorization to allow the consultant to revise the plan documents as requested.

Purpose/Business Case: To provide for the update of the original design plans for a new interchange at I-96 and Latson Road. The additional services will address changes requested by the Livingston County Road Commission and the Livingston County Drain Commission.

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

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

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

Risk Assessment: If this revision is not approved, MDOT may not be able to utilize the most efficient and safe design possible, and the public may not receive the highest quality product. The strategy to improve the existing system and meet statewide condition goals could be jeopardized.

Cost Reduction: Costs in professional services contracts are based 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: 48843.

14. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2008-0098) between MDOT and ROWE Professional Services Company will provide for as-needed inspection and testing services to be performed for the Macomb Transportation Service Center (TSC) at various locations in Macomb County. Work items 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 15, 2011. The authorization amount will be \$399,835.31. The contract term is January 16, 2008, through January 15, 2011. 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 to be performed for projects in the Metro Region administered by the Macomb TSC.

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

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

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

Risk Assessment: If this authorization is not approved, the 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 based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48310.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2008-0108) between MDOT and NTH Consultants, Ltd., will provide for as-needed inspection and testing services to be performed for construction projects in the Brighton Transportation Service Center (TSC) service area. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 23, 2011. The authorization amount will be \$357,716.38. The contract term is January 24, 2008, through January 23, 2011. 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 help to fulfill the Brighton TSC's construction oversight needs, which is 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 in the Brighton TSC service area.

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48116.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z19) under Contract (2008-0190) between MDOT and Surveying Solutions, Inc., will provide for as-needed construction staking services for road and bridge construction to be performed for the Macomb Transportation Service Center (TSC) at various locations in Macomb County. The work items include right-of-way staking, establishment of horizontal and vertical alignments, and bridge structure surveys. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$644,014.83. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is a not new project.

Zip Code: 48310.

17. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2008-0216/A1) between MDOT and Motor City Electric Technologies, Inc., will provide for the performance of additional services (Phase 2), will increase the contract amount by \$6,999,942.65, and will extend the contract term by approximately seven months to provide sufficient time for the consultant to complete the additional services. Language in the original contract provides for the addition of the Phase 2 services and funding through an amendment. The additional services include the modernization and upgrade of system components necessary to provide an integrated, seamless communication path to the Michigan Intelligent Transportation System (MITS) Center and continued effective operation of the field devices. The original contract provides for design services to be performed for the replacement and integration of Intelligent Transportation System (ITS) infrastructure devices in the Metro Region. The revised contract term will be December 16, 2008, through December 31, 2015. The revised contract amount will be \$11,208,345.35. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Elements and devices installed and constructed for this project will serve as building blocks for future projects. The second phase of this project must be completed to ensure that the system will continue to be operable and that future projects will be successful.

Purpose/Business Case: To add the Phase 2 services and funding to provide for the modernization and upgrade of system components necessary to provide an integrated, seamless communication path to the MITS Center. The technologies will help to reduce traffic congestion and emissions and improve the flow of traffic.

* Denotes a non-standard contract/amendment

Benefit: This project will provide MDOT with the most current and innovative technologies to reduce congestion and notify motorists of back-ups and incidents. Traffic flows will improve and emissions will be reduced.

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

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

Risk Assessment: If this contract is not approved and the project is not completed, MDOT will not have the most current technology with which to communicate with motorists about traffic congestion and incidents. An opportunity would be lost to improve traffic flow and reduce emissions, and the system would not meet the needs of motorists.

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

Selection: N/A for amendment; qualifications-based for original contract. Both phases of the project were included in the selection.

New Project Identification: This is not a new project.

Zip Code: 48075.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0412) between MDOT and Alfred Benesch & Company will provide for design services to be performed for bridge replacement and possible road work on 36th Street over US-131, 0.8 miles west of Division Avenue in the City of Wyoming, Kent County (CS 41131 - JN 087156D). The work will include design services for the total replacement of the bridge, concrete approach work, additional approach and ramp work to accommodate a grade raise, and maintaining traffic by part-width construction utilizing temporary traffic signals. The total length of the existing four-span bridge is approximately 203 feet. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$425,034.45. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The bridge is structurally deficient and could pose safety risks for motorists.

Purpose/Business Case: To provide for the performance of design services for the replacement of the 36th Street Bridge over US-131, 0.8 miles west of Division Avenue in the City of Wyoming, Kent County.

Benefit: Will ensure safe vehicular travel over the bridge.

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

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

Risk Assessment: If the authorization is not approved and the services are not performed, the bridge will continue to deteriorate and safety risks will continue and may increase.

Cost Reduction: Costs in professional services contracts are based 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: 49509.

19. HIGHWAYS –Engineering Services for Trunkline Railroad Construction Contract
Contract (2008-5368) between MDOT and the City of Detroit will provide for reimbursement and remediation by the City for violations of federal aid oversight procedures and documenting standards for past projects involving federal aid roadways in the City.

Estimated Funds:

City of Detroit Funds	<u>\$250,000</u>
Total Funds	<u>\$250,000</u>

CS 82400; Wayne County
Settlement

Criticality: The City wishes to repay federal funds due to violations of federal aid oversight procedures and documenting standards for past projects involving federal aid roadways in the City of Detroit. Delaying this contract could result in the loss of federal aid funding to the City.

Purpose/Business Case: To improve the City of Detroit’s federal aid oversight procedures and documentation.

Benefit: Improved federal aid oversight procedures and documenting standards on future projects within the City.

Funding Source: City of Detroit funds.

Commitment Level: 100% city; fixed at \$250,000.

Risk Assessment: Possible loss of federal aid funding to Detroit.

Cost Reduction: Cost fixed at \$250,000.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48226.

20. HIGHWAYS - IDS Engineering Services
Authorization Revision (Z6/R1) under Contract (2009-0051) between MDOT and Wade Trim Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$31,366.58. The additional services will include the upgrade of the signals at the intersections of M-5 and 13 Mile Road and M-5 and 14 Mile Road, including the addition of Americans with Disabilities (ADA) compliant pedestrian facilities. The original authorization provides for the performance of design services for a non-motorized path within the western right-of-way of M-5 between 13 Mile and 14 Mile Roads in the city of Novi, Oakland County. The authorization term remains unchanged, January 30, 2009, through November 4, 2011. The revised authorization amount will be \$130,363.71. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This amendment will provide for design services to be performed to bring the signals at the intersections of M-5 and 13 Mile Road and M-5 and 14 Mile Road to current MDOT standards and to accommodate the environmental impact of the non-motorized path. M-5 between 13 Mile Road and 14 Mile Road consists of four lanes in each direction, with average daily traffic of 63,100 vehicles and a posted speed limit of 55 mile per hour. Pedestrian push buttons must be installed to make the path accessible to potential users from east of M-5.

Purpose/Business Case: To provide for the performance of additional design services for the replacement of signals at the intersections of M-5 and 13 Mile Road and M-5 and 14 Mile Road, including the addition of ADA-compliant pedestrian facilities; the delineation of all wetlands within the southbound M-5 right-of-way between 13 Mile Road and 14 Mile Road; and the tagging and identification of all trees with trunk diameters of six inches or greater and the preparation of plans for tree removal and mitigation in accordance with City of Novi and MDOT guidelines.

* Denotes a non-standard contract/amendment

Benefit: Upgrading the signals will improve the safety of the non-motorized path at these major intersections. The environmental impact of the project will be mitigated. A system will be put in place to ensure that potential users can safely cross M-5 at these high-volume locations.

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

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

Risk Assessment: If the revision is not approved, an opportunity will be lost to improve the safety of the non-motorized path at these major intersections, to mitigate the environmental impact of the project, and to allow potential users of the path to cross M-5 safely. The proposed pedestrian push buttons will allow users to temporarily stop traffic long enough to safely cross the busy highway.

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

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

New Project Identification: This is new project.

Zip Code: 48377.

21. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2009-0096) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$62,768.17. The additional work will include design services for the upgrade of the intersection of Plaza Avenue and School Avenue and the upgrades of indirect crossovers. The additional work is being added based on information that was obtained from an access management study that was completed after this project was scoped. The original authorization provides for design services to be performed for the reconstruction of M-121 from 80th Avenue to 40th Avenue in the cities of Hudsonville and Zeeland and the townships of Zeeland, Jamestown, and Georgetown in Ottawa County (CS 70823 - JN 87019C). The authorization term remains unchanged, February 9, 2009, through December 15, 2011. The revised authorization amount will be \$613,836.81. The contract term is December 16, 2008, through December 15, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The upgrades of the intersection and indirect crossovers will improve the functionality of the corridor and increase roadway safety. This project will be coordinated with project number (87019) to minimize impact to the public.

Purpose/Business Case: To provide for the performance of additional design services for the upgrade of the intersection of Plaza Avenue and School Avenue and the upgrades of indirect crossovers. Project number (102971) is being added based on information that was obtained from an access management study that was completed after this project was scoped.

Benefit: This project will improve traffic flow and intersection functionality, reduce user delays and the associated costs, and improve roadway safety.

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

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

Risk Assessment: If this revision is not approved and the additional services are not performed, the roadway will continue to deteriorate and congestion, user delays and costs, and safety risks will continue. An opportunity will be lost to improve the functionality of the corridor and increase roadway safety.

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

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

New Project Identification: This is not a new project.

Zip Code: 49426.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2009-0096) between MDOT and Wilcox Professional Services, LLC, will provide for as-needed inspection and testing services to be performed for construction projects in the Kalamazoo Transportation Service Center (TSC) service area. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through December 15, 2011. The authorization amount will be \$605,787.43. The contract term is December 16, 2008, through December 15, 2011. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act 2009 (ARRA).

Criticality: Inspection and testing services help to fulfill the Kalamazoo TSC's construction oversight needs, which is 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 in the Kalamazoo TSC service area.

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49416.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2009-0097) between MDOT and Tyme Engineering, Inc., will provide for as-needed technical assistance services to be performed for the Macomb Transportation Service Center (TSC) at various locations in Macomb County. The work items include work to close out projects after construction in accordance with MDOT specifications, publications, and accepted practices. The authorization will be in effect from the date of award through December 15, 2011. The authorization amount will be \$699,998.59. The contract term is December 16, 2008, through December 15, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

Purpose/Business Case: To provide for as-needed technical assistance services to be performed for the Macomb TSC at various locations in Macomb County. The work items include work to close out projects after construction in accordance with MDOT specifications, publications, and accepted practices.

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

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

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: If this authorization is not approved, MDOT may not be able to close out projects to meet state and federal guidelines for construction oversight and the administration of highway construction projects.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48310.

24. *HIGHWAYS - Design Services

Contract (2009-0409) between MDOT and Doetsch Industrial Services, Inc., will provide for design services to be performed for culvert video investigation, including cleaning and videotaping along the I-196 business loop (BL) from I-196 to M-43 and from I-196 to the I-196 BL in the City of South Haven and South Haven Township, along M-140 in the City of Covert, along the I-94 BL in the City of St. Joseph, and along US-12 and M-60 from US-31 to Barron Lake Road, Berrien, Cass, and Van Buren Counties (CS 80032 - JN 1040130). The work items include providing a summary report indicating culvert location, size, length, construction material, general condition, and types of defects/deformities and giving an explanation of difficulties encountered. The contract will be in effect from the date of award through December 31, 2009. The contract amount will be \$244,400. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: MDOT needs to assess if existing culverts will remain in viable condition through the design lives of future road projects or if they should be repaired or replaced as part of or prior to those projects. This contract is to aid in the design of future road projects, for the stormsewer design work, that will mitigate the poor condition of the pavement. Delay of the design work would delay the construction of the projects.

Purpose/Business Case: To provide for design services to be performed for culvert video investigation, including cleaning and videotaping along the I-196 BL from I-196 to M-43, from I-196 to the I-196 BL in the City of South Haven and South Haven Township, along M-140 in the City of Covert, along the I-94 BL in the City of St. Joseph, and along US-12 and M-60 from US-31 to Barron Lake Road, Berrien, Cass, and Van Buren Counties.

Benefit: MDOT will be able to make necessary culvert corrections in a timely manner and with minimal inconvenience to motorists.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, culverts in poor condition could remain in place during construction and fail at a later date, requiring emergency repair measures.

Cost Reduction: Costs in professional services contracts are based on a unit price basis not to exceed the contract maximum amount.

Selection: Best value.

New Project Identification: This is not a new project.

Zip Code: 49090.

25. *HIGHWAYS - National Hazardous Materials Route Registry Study Services

Contract (2009-0420) between MDOT and Battelle Memorial Institute will provide for the development of studies, analyses, and recommendations to MDOT regarding the transport of hazardous materials through/within Wayne County with regard to the United States Department of Transportation (USDOT) Federal Motor Carrier Safety Administration's National Hazardous Materials Route Registry (NHMRR). The NHMRR is the national repository of routes for both non-radioactive hazardous materials and radioactive materials; the routes are either designated for hazardous material transportation or restricted from use by hazardous material carriers. The contract amount will be \$183,378. The contract will be in effect from the date of award through September 30, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: MDOT is the designated routing agency responsible for supervising, coordinating, and approving all non-radioactive hazardous materials routing designations and restrictions in Michigan.

Purpose/Business Case: To provide for studies, analyses, and recommendations to MDOT regarding the transport of hazardous materials through/within Wayne County with regard to the NHMRR.

Benefit: The services will ensure that existing hazardous materials registered routes and proposed changes to the NHMRR meet current state and federal standards.

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

Commitment Level: The costs are fixed unit prices per work item.

Risk Assessment: If these services are not approved, the project will lack adequate data collection, analysis, and recommendations regarding hazardous materials transported through/within Wayne County, including validation of the existing registered routes and/or proposed changes to the NHMRR. Current state and federal standards may not be met, and federal funding could be jeopardized.

Cost Reduction: Costs in professional services contracts are based on unit prices per work item, not to exceed the maximum contract amount.

Selection: Best value.

New Project Identification: This is not a new project.

Zip Code: 48909.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2009-0426) between MDOT and Tetra Tech of Michigan, P.C., will provide for engineering assistance services to be performed for the collection of bridge underclearance measurements for bridges statewide. The work will include measuring minimum bridge underclearances using MDOT's high-speed bridge underclearance measurement system and updating the records. 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 \$243,950.11. The contract term will be in effect from the date of award through three years. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The underclearances of all bridges statewide must be measured so that accurate bridge underclearances can be posted on the bridges to avoid overload truck hits.

Purpose/Business Case: To provide for engineering assistance services to be performed for the collection of bridge underclearance measurements statewide. The work will include measuring minimum bridge underclearances using MDOT's high-speed bridge underclearance measurement system and updating the records.

Benefit: Will provide for accurate bridge underclearance measurements.

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 authorization is not approved, the bridge underclearance measurements may be taken using a less accurate (and more expensive) method. If MDOT does not update the bridge underclearance signs on the bridges, the bridges could be at risk of being hit by overload trucks.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

27. HIGHWAYS - IDS University Research Services
Contract (2009-0428) between MDOT and Lawrence Technological University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through four years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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.
28. HIGHWAYS - IDS University Research Services
Contract (2009-0429) between MDOT and Michigan State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through four years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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.
29. HIGHWAYS - IDS University Research Services
Contract (2009-0430) between MDOT and Michigan Technological University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through four years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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.
30. HIGHWAYS - IDS University Research Services
Contract (2009-0431) between MDOT and the Regents of the University of Michigan will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through four years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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.
31. HIGHWAYS - IDS University Research Services
Contract (2009-0432) between MDOT and Wayne State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through four years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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.

* Denotes a non-standard contract/amendment

32. HIGHWAYS - IDS University Research Services
Contract (2009-0433) between MDOT and Western Michigan University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through four years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. 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.
33. HIGHWAYS - IDS Engineering Services
Contract (2009-0442) between MDOT and Surveying Solutions, 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.
34. HIGHWAYS - IDS Engineering Services
Contract (2009-0443) between MDOT and ROWE Professional Services Company 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.
35. HIGHWAYS - IDS Engineering Services
Contract (2009-0444) between MDOT and Otwell Mawby Geotechnical, 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.
36. HIGHWAYS - IDS Engineering Services
Authorization (Z1) under Contract (2009-0444) between MDOT and Otwell Mawby Geotechnical, P.C. will provide for as-needed hot mix asphalt (HMA) testing to be performed for various projects throughout the North Region. The work items include quality assurance testing and preparation and documentation of project records. The authorization will be in effect from the date of award through May 18, 2012. The authorization amount will be \$198,617.42. The contract term is May 19, 2009, through May 18, 2012. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The HMA 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 HMA testing to be performed for various projects throughout the North Region.

Benefit: Will provide for HMA 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.

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. This could result in substandard work. Also, 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 based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49646.

37. HIGHWAYS - IDS Engineering Services

Contract (2009-0445) between MDOT and RS Engineering, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

38. *HIGHWAYS - ITS Data Services

Contract (2009-0464) between MDOT and NAVTEQ NA, LLC, will provide for the collection of real-time traffic data for selected freeway routes in Michigan for use by MDOT and its partners (CS 84900 – JN 104453). The work items will include providing travel time data for select MDOT routes, providing MDOT with access to a historical archive of traffic data for operational planning and research purposes, and supplying equipment to MDOT for data validation. The contract will be in effect from the date of award through July 1, 2014. The contract amount will be \$1,100,000. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Over the next two years, the American Recovery and Reinvestment Act of 2009 will add a significant number of new work zones, which will result in delays for Michigan motorists, including tourists and commercial vehicle drivers. The data provided will improve mobility on Michigan roads by allowing MDOT to provide motorists with information to assist them in making informed choices on routes and modes of transportation.

Purpose/Business Case: To provide for the collection and distribution of data on travel times and average speeds on a minimum of 750 miles of Michigan roads. The use of probe data will significantly expand MDOT's ability to collect and distribute this information at a fraction of the cost of traditional methods of communicating with motorists.

Benefit: This contract will provide for a reduction in costs associated with data collection for operational (travel time and link-speed data) purposes. The accurate and timely data provided will be used to measure the mobility impacts of work zones, snow removal, and other work in the right-of-way and will permit additional information to be provided on the web and on dynamic message signs for travelers.

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

* Denotes a non-standard contract/amendment

Commitment Level: This contract is on a milestone basis.

Risk Assessment: If the services are not performed, motorists will not receive the most accurate and up to date information on traffic speeds and traffic delays. Without this real-time traffic data, MDOT will not be able to provide adequate information to motorists.

Cost Reduction: N/A.

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 48909.

39. HIGHWAYS - Participation for Local Agency Contract
Amendatory Contract (2009-5120) between MDOT and the Detroit/Wayne County Port Authority will provide for funding participation in the following improvements:

PART A

The performance of the pre-construction portion of the Construction Manager at Risk activities for a public dock located along the Detroit River at Bates Street and for a public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street in the City of Detroit, Michigan; the performance of the construction portion of the Construction Manager at Risk activities for a functional public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street, including the review and evaluation of construction documents during the design phase and construction management and services during the construction phase.

PART B

The performance of the construction portion of the Construction Manager at Risk activities for timber pile repair and seawall repair work along the Detroit River for a public dock and passenger ship terminal building, as described in Part A, including construction management and construction services.

PART C

The performance of the construction portion of the Construction Manager at Risk activities for non-motorized pathway work along the Detroit River from Bates Street to Randolph Street for a public dock and passenger ship terminal building, including lighting, security cameras, seating, and landscaping work.

PART D

The performance of the construction portion of the Construction Manager at Risk activities for passenger ship terminal facility construction work along the Detroit River and located east of Atwater Street at Bates Street, including internal and external work on the terminal building.

The purpose of this amendment is to provide for the addition of the construction portion of the Construction Manager at Risk activities necessary for passenger ship terminal facility construction work, including internal and external work on the terminal building, which is located along the Detroit River, as the Part D portion of the project and the increase in the estimated project cost. No changes are being made to the Part A, Part B, and Part C portions of the project.

* Denotes a non-standard contract/amendment

Estimated Funds:

	<u>PART D</u>
Federal Highway Administration Funds	\$2,000,828
State Restricted Comprehensive Transportation Funds	\$ 500,207
Detroit/Wayne County Port Authority Funds	<u>\$ 0</u>
Total Funds	<u>\$2,501,035</u>

HPP 82400 – 74904, DPO 82457 - 103061; STE 82400 – 102093; FBD 82400 – 106162; Wayne County Amendment.

Criticality: Delaying this amendment would delay the construction of the passenger ship terminal facility, as well as interior and exterior improvements to the terminal building, along the Detroit River, which is part of an overall Detroit Waterfront Dock and interstate access improvement project expected to create jobs and promote tourism in the State of Michigan.

Purpose/Business Case: To amend the original contract to allow the passenger ship terminal facility to be constructed and interior and exterior work for the terminal building to be done.

Benefit: Will allow the construction of the passenger ship terminal facility, as well as interior and exterior work for the terminal building, to proceed.

Funding Source: Federal High Priority Project Funds, State Comprehensive Transportation Funds, and Detroit/Wayne County Port Authority Funds for Part A; Federal Demonstration Funds and State Comprehensive Transportation Funds for Part B; Federal Transportation Enhancement Activities Funds and State Comprehensive Transportation Funds for Part C; Federal Ferry Boats and Terminals Funds and State Comprehensive Transportation Funds for Part D.

Commitment Level: \$4,353,403.20 not to exceed 80% federal, \$1,088,350 not to exceed 20% state, and the balance by the Detroit/Wayne County Port Authority for Part A; \$750,000 not to exceed 80% federal and \$187,500 not to exceed 20% state for Part B; 80% federal and \$221,029 not to exceed 20% state for Part C; \$2,008,402 not to exceed 80% federal and \$502,100.50 not to exceed 20% state for Part D.

Risk Assessment: Without this amendment, the construction of the passenger ship terminal facility will not be able to proceed and improvements to the interior and exterior of the terminal building will not be made.

Cost Reduction: Construction costs are based on a guaranteed maximum price provided by the contractor and verified against industry standard costs for similar types of work.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48502.

40. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2009-5130) between MDOT and the St. Clair County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Davis Road from Range Road to Highway M-29, at the intersection of Range Road and Davis Road, at the intersection of Range Road and Cuttle Road, and at the intersection of Range Road and 18th Street.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$683,761, which is met in part by the \$249,849 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

* Denotes a non-standard contract/amendment

Estimated Funds:

State Restricted TED Funds	\$1,671,751
St. Clair County Road Commission Funds	\$ 249,849
Total Funds	<u>\$1,921,600</u>

EDA 77522 - 106181
Local Letting

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

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

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

Funding Source: State Transportation Economic Development Funds and St. Clair County Road Commission Funds.

Commitment Level: 87% state up to \$1,671,751 and the balance by the St. Clair County Road Commission; based on estimate.

Risk Assessment: Without this contract, there could be a loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48079.

41. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2009-5144) between MDOT and the County of Wayne will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Van Horn Road from Fort Street (Highway M-85) to West Jefferson Avenue.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$427,550. The match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$1,710,200
County of Wayne Funds	\$ 0
Total Funds	<u>\$1,710,200</u>

EDA 82522 - 106211
Local Letting

* Denotes a non-standard contract/amendment

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

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

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

Funding Source: State Transportation Economic Development Funds.

Commitment Level: 100% state up to \$1,710,200.

Risk Assessment: Without this contract, there could be a loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48183.

42. HIGHWAYS (Maintenance) - Construction of Chemical Containment System

Contract (2009-0453) between MDOT and the Montcalm County Road Commission will provide for the construction of a chemical containment system in the City of Howard City, Montcalm County. The contract will be in effect from the date of award through two years. The contract amount will be \$70,000. Source of Funds: 64% State Restricted Trunkline Funds and 36% Montcalm County Road Commission Funds.

Criticality: Chemical containment systems are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this system is not constructed, salt runoff could seep into surrounding groundwater.

Purpose/Business Case: To provide for the construction of a chemical containment system in the City of Howard City. The chemical containment system will be an asphalt pad with bituminous curved sides that is designed to direct salt runoff into a catch basin and holding tank to prevent ground water contamination.

Benefit: The chemical containment system will direct salt runoff into a holding tank to prevent ground water contamination.

Funding Source: 64% State Restricted Trunkline Funds and 36% Montcalm County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the system over a five-year period.

Risk Assessment: Construction of the chemical containment system is essential to the operation and maintenance of state trunkline highways and county roads within Montcalm County. Failure to approve this contract and construct the system could result in salt runoff seeping into surrounding ground water.

Cost Reduction: Construction of the chemical containment system will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical containment system.

Zip Code: 48888.

43. HIGHWAYS (Maintenance) - Construction of Chemical Containment System

Contract (2009-0454) between MDOT and the Roscommon County Road Commission will provide for the construction of a chemical containment system in the City of Houghton Lake, Roscommon County. The contract will be in effect from the date of award through two years. The contract amount will be \$70,000. Source of Funds: 73% State Restricted Trunkline Funds and 27% Roscommon County Road Commission Funds.

Criticality: Chemical containment systems are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this system is not constructed, salt runoff could seep into surrounding groundwater.

Purpose/Business Case: To provide for the construction of a chemical containment system in the City of Houghton Lake. The chemical containment system will be an asphalt pad with bituminous curved sides that is designed to direct salt runoff into a catch basin and holding tank to prevent ground water contamination.

Benefit: The chemical containment system will direct salt runoff into a holding tank to prevent ground water contamination.

Funding Source: 73% State Restricted Trunkline Funds and 27% Roscommon County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the system over a five-year period.

Risk Assessment: Construction of the chemical containment system is essential to the operation and maintenance of state trunkline highways and county roads within Roscommon County. Failure to approve this contract and construct the system could result in salt runoff seeping into surrounding ground water.

Cost Reduction: Construction of the chemical containment system will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical containment system.

Zip Code: 48651.

44. HIGHWAYS (Maintenance) - Construction of Chemical Containment System

Contract (2009-0455) between MDOT and the Roscommon County Road Commission will provide for the construction of a chemical containment system in the Village of Roscommon, Roscommon County. The contract will be in effect from the date of award through two years. The contract amount will be \$70,000. Source of Funds: 52% State Restricted Trunkline Funds and 48% Roscommon County Road Commission Funds.

Criticality: Chemical containment systems are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this system is not constructed, salt runoff could seep into surrounding groundwater.

Purpose/Business Case: To provide for the construction of a chemical containment system in the Village of Roscommon. The chemical containment system will be an asphalt pad with bituminous curved sides that is designed to direct salt runoff into a catch basin and holding tank to prevent ground water contamination.

Benefit: The chemical containment system will direct salt runoff into a holding tank to prevent ground water contamination.

Funding Source: 52% State Restricted Trunkline Funds and 48% Roscommon County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the system over a five-year period.

Risk Assessment: Construction of the chemical containment system is essential to the operation and maintenance of state trunkline highways and county roads within Roscommon County. Failure to approve this contract and construct the system could result in salt runoff seeping into surrounding ground water.

Cost Reduction: Construction of the chemical containment system will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical containment system.

Zip Code: 48651.

45. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2009-0436) between MDOT and Eliseco, Inc., dba Devon Title Agency will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
46. HIGHWAYS (Real Estate) - IDS Real Estate Title Services
Contract (2009-0437) between MDOT and Transnation Title Agency of Michigan Northern Division, LLC, will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
47. HIGHWAYS (Real Estate) - IDS Real Estate Title Services
Contract (2009-0438) between MDOT and Transnation Title Agency of Michigan Central Division, LLC, will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
48. *INTERNATIONAL BRIDGE ADMINISTRATION - Design Services
Contract (2009-0184) between the International Bridge Administration (IBA) and Wilbur Smith Associates, Inc., Michigan will provide for design services to be performed for the redevelopment of the International Bridge Plaza, Sault Ste. Marie, Chippewa County. The work items will include complete design plans and construction bid plans for all civil and facility redevelopment at the plaza site. The contract will be in effect from the date of award through June 1, 2010. The contract amount will be \$780,513.39. Source of Funds: 100% IBA Funds.

Criticality: The redevelopment of the plaza is critical due to traffic flow problems on the International Bridge and within the United States Customs and Border Protection (USCBP) and IBA plazas. Expansion plans by USCBP include the acquisition of a portion of IBA property, which will displace the current bridge administration and maintenance facilities. The USCBP expansion plans are being made in order to address flow problems in the secondary inspection area. The current facilities are antiquated and no longer adequate for optimal operation; the administration building is overcrowded, and the maintenance facilities were designed to hold less equipment than is needed. Entrances to the administration building are not Americans with Disabilities Act compliant.

Purpose/Business Case: To provide for the preparation of a site plan, an environmental clearance, and a final traffic study for the redevelopment of the International Bridge Plaza. Design plans will be prepared in accordance with preferred alternative 1 of a preceding feasibility study for relocating administrative, toll plaza, and maintenance facilities. The consultant will collect, analyze, and evaluate traffic and engineering data, conduct an environmental review, and coordinate with the U.S. General Services Administration (GSA) to minimize potential conflicts between IBA activities and the activities of the various federal agencies that occupy the GSA portion of the plaza.

Benefit: The project will alleviate the plaza traffic flow problems and provide for new facilities that will enable the IBA to administer and maintain the bridge in an optimal manner.

Funding Source: 100% IBA 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 would delay the plaza redevelopment project, and traffic flow problems on the International Bridge and within the USCBP and IBA plazas would continue.

Cost Reduction: Costs in professional services contracts are based 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: 49783.

49. *INTERNATIONAL BRIDGE ADMINISTRATION - IDS Engineering Services

Contract (2009-0452) between the International Bridge Administration and Hardesty & Hanover, LLP, will provide for engineering services, including structural engineering services, 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 \$1,000,000, 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: 100% International Bridge Administration Funds.

50. *MACKINAC BRIDGE AUTHORITY – Increase Services and Amount

Contract (2008-0073/A1) between the Mackinac Bridge Authority and Northwest Design Group will provide for the performance of additional construction engineering services for the resurfacing of and deck repairs to the Mackinac Bridge and will increase the contract amount by \$45,943.40. The additional services include inspection, testing, project administration, hot mix asphalt (HMA) quality assurance analysis related to contractor performance, deck repair survey work, and HMA field permeability testing. The additional services are needed because of changes to the construction project scope and scheduling. The original contract provides for full construction engineering services to be performed for the removal of the existing hot mix asphalt (HMA) surface and the performance of deck and joint repairs, concrete curb and centermall repairs, and HMA surface paving of I-75 on the Mackinac Bridge in Mackinac and Emmet Counties. The contract term remains unchanged, July 18, 2008, through November 10, 2009. The revised contract amount will be \$443,643.10. Source of Funds: 100% Mackinac Bridge Authority Funds.

Criticality: The Mackinac Bridge needs to be resurfaced to protect the bridge decks and allow proper drainage. The construction engineering services are required for the construction project. The additional services are needed because of changes to the construction project scope and scheduling.

Purpose/Business Case: To provide for additional construction engineering services to be performed for the resurfacing of and deck repairs to the Mackinac Bridge. The additional services include inspection, testing, administration work, HMA quality assurance analysis related to contractor performance, deck repair survey work, and HMA field permeability testing.

Benefit: Will ensure compliance with Mackinac Bridge Authority plans and specifications and applicable state and federal regulations.

Funding Source: 100% Mackinac Bridge Authority Funds.

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

Risk Assessment: If this amendment is not approved, the project may not have adequate construction engineering oversight, which could result in substandard work, unsafe bridge conditions, and violations of state and federal regulations.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed services.
Selection: N/A for amendment; qualifications-based for original contract.
New Project Identification: This is a rehabilitation project.
Zip Code: 49781.

51. MACKINAC BRIDGE AUTHORITY – Purchase of Traveler Rail Beams

Approval is requested for the Mackinac Bridge Authority (MBA) to purchase 26 sections of steel traveler rail beam from Munster Steel Company, Inc., to be installed by MBA maintenance staff. The traveler rail beams are situated under the bridge deck within the stiffening truss of the bridge. The rails carry a motorized traveler used for maintenance and inspection. Due to deterioration of these rails, it has been determined that several sections of traveler rail beam need to be replaced in order to carry the load of the traveler safely. There will be roughly a two-week period for shop drawing review and a ten-week period for fabrication before the shipment is received. The shipment is scheduled to arrive no later than August 10, 2009. The cost of the 26 sections of traveler rail beam will be \$71,988. Source of Funds: 100% MBA Funds.

Criticality: Traveler rail beam sections scheduled for replacement due to deterioration are structurally compromised and are identified during annual inspections and other inspections. Replacing the sections, as recommended in the 2008 Annual Inspection Report, will ensure that the traveler rail system is safely maintained. Currently, due to deterioration and diminished load carrying capacity of particular sections of the traveler rail, the motorized traveler cannot be used in these sections. This condition inhibits efficient inspection and maintenance of these sections of bridge. Inspections and maintenance are more costly and time consuming without the traveler rail system. If the traveler rail beams are not purchased now and promptly installed, MBA will be at risk of not being able to use the traveler rail system, which will result in inefficient inspection and maintenance. MBA would also be at risk of failing to complete this prioritized repair as identified during the annual inspection.

Purpose/Business Case: To provide for the purchase of steel traveler rail beams to be installed by MBA maintenance staff. Replacing the deteriorated sections of grating will keep the traveler rail system in a safe condition.

Benefit: Completing this purchase at this time will ensure that inspections and maintenance from the bridge traveler will continue efficiently. Replacing sections of traveler rail beam will keep the traveler rail system structurally sound and safe.

Funding Source: 100% MBA Funds.

Commitment Level: The traveler rail beams will be installed by MBA staff using MBA equipment.

Risk Assessment: If this purchase is not approved at this time, bids will have to be obtained again, delaying the ordering and delivery, and MBA may not be able to complete the installation of the traveler rail beams this year.

Cost Reduction: Quotations were solicited from three vendors, and the lowest bidder was selected.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Code: 49781.

52. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z9/R1) under Master Agreement (2002-0063) between MDOT and the Manistee County Board of Commissioners (BOC) will add a line item for office equipment and will move funds from the computer equipment line item to fund the new line item. Because the computer equipment cost less than anticipated and the current copier needs replacement, this revision is requested to allow the BOC to use funds to purchase a multifunction printer/copier. The revision has received Rural Task Force approval. The original authorization provides state matching funds for the BOC's FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program, Economic Development Fund Category D Program, and Small Cities Program grant. The authorization term remains unchanged, September 25, 2006, through September 24, 2009. The authorization amount remains unchanged at \$43,200. The toll credit amount remains unchanged at \$8,640. 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 - \$43,200.

Criticality: Approval of this revision is critical to allow BOC to upgrade office equipment to provide for more efficiency.

Purpose/Business Case: To add a line item for office equipment and move funds from the computer equipment line item to fund the new line item.

Benefit: Increased public safety and efficiency through improved transportation infrastructure.

Funding Source: FTA Funds - \$43,200.

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: 49660.

53. *TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2009-0427) between MDOT and the Otsego County Road Commission will transfer jurisdiction of Old M-32/Town Branch Road from its western cul-de-sac terminus easterly to the east Otsego county line, a distance of 0.41 miles, in control section 69822. Jurisdiction will transfer from MDOT to the Otsego County Road Commission upon the date of award of the MOU. This is a zero dollar MOU.

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive proper priority rankings, which is critical to the allocation of limited funds available to road agencies for road improvements.

Purpose/Business Case: To transfer jurisdiction of 0.41 miles of Old M-32/Town Branch Road from its western, cul-de-sac terminus easterly to the east Otsego county line, which coincides with the centerline of Meridian Line Road, from MDOT to the Otsego County Road Commission.

Benefit: The transfer of M-107 from MDOT to the Otsego County Road Commission will free MDOT funds to be spent on higher ranking roadways in the area.

Funding Source: This is a zero dollar MOU.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning and low-priority roadway (Old M-32) on its inventory of state roads. Over time, the costs of retaining such a roadway would outweigh the contract cost of a future jurisdictional transfer.

Cost Reduction: Once the MOU is in effect, MDOT will no longer have maintenance responsibility for Old M-32.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49751.

54. *TRANSPORTATION PLANNING - Household Travel and Attitude and Perception Surveys
Contract (2009-0446) between MDOT and Abt SRBI, Inc., will provide for the conduct of two surveys, a household travel survey and an attitude and perception survey. The household travel survey will be the main source of data for MDOT's travel demand models. The attitude and perception survey is a follow up to three previous surveys conducted for MDOT's State Long Range Transportation Plan. Work items will include reviewing and modifying methodology used in previous surveys, conducting phone and mail surveys, providing data sets from the results, and geocoding the results. The contract will be in effect from the date of award through March 13, 2010. The contract amount will be \$571,378.73. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Criticality:** The household travel survey and attitude and perception survey will help MDOT to determine how its limited resources should be allocated. The household travel survey will provide data for MDOT's travel demand models. Household travel has changed with the recent downturn in the economy, and the model parameters need to be updated to reflect the changes. The attitude and perception survey will examine the opinions of Michigan residents regarding the quality of transportation in the state and the improvements that should be made.
- Purpose/Business Case:** Understanding the travel behavior of Michigan residents and their perceptions of the transportation system is critical to meeting the transportation needs of Michigan citizens. This project consists of two surveys, a household travel survey and an attitude and perception survey. Household travel survey data is the main input into MDOT travel demand models. It is important to determine the changes in household travel since the last household travel study was conducted in 2005 so that travel forecasts are accurate. The attitude and perception survey will examine the opinions of 1,100 adult residents of the state toward the state of transportation in Michigan to identify changes in residents' perceptions and attitudes since the completion of the previous surveys.
- Benefit:** The household travel survey will provide MDOT with the data necessary to ensure that the forecasts developed with the travel demand models use information that accurately reflects how Michigan residents are traveling. The attitude and perception survey will ensure that MDOT considers the current opinions of Michigan residents in the transportation planning process. The surveys will enable MDOT to make informed decisions about how to expend limited financial resources.
- Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
- Risk Assessment:** If this contract is not approved and the services are not performed, MDOT will not have current data for its travel demand models and will lack the current information needed to make informed decisions about prioritizing projects and expending limited resources.
- Cost Reduction:** Costs are based on a fixed hourly rate and direct expenses not to exceed \$571,378.73.
- Selection:** Best value.
- New Project Identification:** This is not a new project.
- Zip Code:** 48909.
55. *TRANSPORTATION PLANNING - Program Management for Regional Rail Project
Contract (2009-0461) between MDOT and Quandel Consultants, LLC, will provide for assistance in the implementation of a regional passenger rail service between Ann Arbor and Detroit (the Ann Arbor-Detroit Regional Rail Project) and other passenger rail endeavors, including the Washtenaw County-Livingston County Commuter Rail Project. This is Phase 1 of a two-phase project. The Phase 1 services will include the development of a project management plan, a project quality management plan, a risk management plan, and a contract management plan and the undertaking of preconstruction activities. The contract will be in effect from the date of award through December 17, 2010. The contract amount will be \$776,932. Source of Funds: 100% State Restricted Comprehensive Transportation Funds.

* Denotes a non-standard contract/amendment

Criticality: It is critical that the commuter rail service between Ann Arbor and Detroit commence by October 2010 to meet state-mandated deadlines. The Ann Arbor-Detroit rail service will provide commuters with cost effective and energy efficient access to their jobs to stimulate the economy of the greater Detroit area. The proposed commuter rail service between Howell and Ann Arbor will help to relieve congestion along US-23.

Purpose/Business Case: The purpose of the Ann Arbor-Detroit Regional Rail Project is to demonstrate that there is sufficient demand for passenger rail service in the Ann Arbor-Detroit corridor to qualify it for federal funding. While the Ann Arbor-Detroit-Pontiac route is already served by the National Railroad Passenger Corporation (Amtrak) with three daily round trips, this service is not sufficient to accommodate commuter, business, entertainment, and other travel needs in the corridor.

Benefit: The Ann Arbor-Detroit rail service will provide commuters with cost effective and energy efficient access to their jobs. The proposed Washtenaw County-Livingston County rail service will help to alleviate congestion along the US-23 corridor.

Funding Source: 100% State Restricted Comprehensive Transportation 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 at this time would delay the development of plans and the undertaking of activities necessary to implement the commuter rail service between Ann Arbor and Detroit by October 2010. An opportunity would be lost to demonstrate that there is sufficient demand for passenger rail service in the Ann Arbor-Detroit corridor to qualify such service for federal funding, to stimulate the economy of the Detroit area by providing commuters with cost effective jobs access, and to alleviate congestion along the US-23 corridor.

Cost Reduction: Costs in professional services contracts are based 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.

PRE APPROVALS

BID LETTING

STATE PROJECTS

56.	LETTING OF JUNE 05, 2009	ENGINEER'S ESTIMATE
	PROPOSAL 0906001	\$ 5,119,913.98
	PROJECT STT 32012-102351-2, ETC	
	LOCAL AGRMT.	
	START DATE - 10 days after award	
	COMPLETION DATE - MAY 21, 2010	

16.47 mi of hot mix asphalt cold milling, paving, and non-motorized shoulders from the north village limits of Caseville to east of Larned Road in the village of Port Austin, Huron County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

10.00 % DBE participation required

57. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906003 \$ 3,910,034.66
PROJECT ARE1 09033-105789
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 04, 2009

52.76 mi of shoulder widening on M-13 from the M-13/M-247 intersection northerly to the Arenac/Iosco County line, on US-23 from the Bay/Arenac County line northerly to M-61, from M-61 northerly to M-65, and from M-65 northerly to the Arenac/Iosco County line, Bay and Arenac Counties.

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

6.000 % DBE participation required

58. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906043 \$ 9,824,838.61
PROJECT AR1 37013-90243
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 19, 2011

4.85 mi of hot mix asphalt multiple course overlay, joint repairs, ramp extensions, bridge underclearance corrections, superelevation corrections, and other safety/geometric upgrades on US-127 from south of the Blanchard Road interchange northerly to south of Shepherd Road, Isabella County. This project includes two 5 year materials and workmanship pavement warranties.

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

7.000 % DBE participation required

63. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906051 \$ 750,612.94
PROJECT EBSL 32011-105808, ETC
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - AUGUST 01, 2009

3.70 mi of hot mix asphalt cold milling and one course overlay including trenching for non-motorized shoulders and new pavement markings on M-25 from west of Stein Road northerly to Brown Roadside Park, south of M-142, Huron County. This project includes two 3 year pavement performance warranties.

A 2009 highway preventive maintenance project.

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

5.000 % DBE participation required

64. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906052 \$ 697,359.93
PROJECT AR1 70024-84007
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 04, 2009

Pin and hanger replacement, joint replacement, deck patching, substructure repairs, fascia and zone painting, and partial slope paving replacement on two structures at I-196 eastbound and westbound over 48th Avenue, Ottawa County.

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

65. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906057 \$ 2,332,619.21
PROJECT AR1 52043-84231
LOCAL AGRMT.
START DATE - JULY 13, 2009
COMPLETION DATE - AUGUST 20, 2010

3.50 mi of intersection reconstruction including construction of a roundabout, roadway reconstruction, hot mix asphalt joint repairs, traffic signal upgrades, signing, pavement markings, and drainage on US-41/M-28 at the Front Street intersection and on US-41 from the M-28/Cherry Creek Road intersection to Big Creek Road in the city of Marquette, Marquette County. This project includes a 3 year pavement performance warranty.

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

7.000 % DBE participation required

* Denotes a non-standard contract/amendment

66. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906058 \$ 2,033,019.22
PROJECT AR1 70063 - 102903
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - 25 working days

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

A 2009 highway preventive maintenance project.

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

5.000 % DBE participation required

67. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906064 \$ 2,379,686.58
PROJECT ARU 19042-105821
LOCAL AGRMT.
START DATE - JULY 08, 2009
COMPLETION DATE - OCTOBER 09, 2009

6.54 mi of pavement restoration including full depth repairs, diamond grinding, joint resealing, crack sealing, and ramp extension on I-69 from Chandler Road easterly to Peacock Road, Clinton County.

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

7.000 % DBE participation required

68. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906065 \$ 2,212,042.50
PROJECT AR1 27023-105865
LOCAL AGRMT.
START DATE - JULY 07, 2009
COMPLETION DATE - OCTOBER 02, 2009

16.20 mi of hot mix asphalt cold milling, resurfacing, and ultra-thin overlay resurfacing on US-2 from Gogebic Station easterly to Old US-2, Gogebic County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

3.000 % DBE participation required

69. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
 PROPOSAL 0906074 \$ 949,486.62
 PROJECT AR1 84911-103808
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2009

Installation of 8 Environmental Sensor Stations (ESS) and update of 4 ESS sites, Alger, Baraga, Chippewa, Houghton, Iron, Mackinac, Marquette, and Schoolcraft Counties.

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

70. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
 PROPOSAL 0906080 \$ 259,313.60
 PROJECT AR1 84913-105538
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - 15 working days

26.83 mi of hot mix asphalt crack treatment on M-120 from north of Old Orchard Lane northerly to south of Marvin Road, on US-31 from the north reference point of the Third Street Bridge northerly to south of Hile Road, and on M-104 from the east reference point of the Spring Channel Bridge easterly to Buchanan Street in the cities of Norton Shores and Spring Lake and village of Ferrysburg, Muskegon and Ottawa Counties. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

LOCAL PROJECTS

71. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
 PROPOSAL 0906021 \$ 1,542,888.95
 PROJECT ARU 41401-106374, ETC
 LOCAL AGRMT. 09-5166
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2009

3.03 mi of cold milling and resurfacing hot mix asphalt on Burlingame Avenue from north of the centerline of 52nd Street to south of the centerline of 36th Street and on Prairie Parkway from east of the centerline of Byron Center Avenue to west of the centerline of Burlingame Avenue in the city of Wyoming, Kent County.

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

10.00 % DBE participation required

* Denotes a non-standard contract/amendment

72. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906028 \$ 1,261,187.75
PROJECT ARUL 39405-105993
LOCAL AGRMT. 09-5165
START DATE - 10 days after award
COMPLETION DATE - AUGUST 28, 2009

1.50 mi of hot mix asphalt cold milling and paving, sidewalk ramps, pavement markings, and traffic signal on Centre Avenue from South Westnedge Avenue easterly to Portage Road in the city of Portage, Kalamazoo County.

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

3.000 % DBE participation required

73. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906032 \$ 274,118.03
PROJECT ARU 41401-106372
LOCAL AGRMT. 09-5176
START DATE - JULY 04, 2009
COMPLETION DATE - AUGUST 31, 2009

0.13 mi of pavement removal, concrete pavement, curb, and gutter, and pavement markings on Three Mile Road from the I-96 eastbound exit ramp to Alpine Avenue in the city of Walker, Kent County.

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

74. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906035 \$ 781,764.90
PROJECT ARUL 39405-105992
LOCAL AGRMT. 09-5186
START DATE - JULY 20, 2009
COMPLETION DATE - NOVEMBER 13, 2010

0.66 mi of hot mix asphalt resurfacing and reconstruction including pavement removal, aggregate base, hot mix asphalt cold milling, concrete curb and gutter, signing, pavement markings, and traffic signal on Kilgore Road from South Westnedge Avenue easterly to Grand Elk Railroad Crossing in the city of Portage, Kalamazoo County.

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

3.000 % DBE participation required

75. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906037 \$ 1,779,004.00
PROJECT ARU 70401-106271
LOCAL AGRMT. 09-5174
START DATE - 10 days after award
COMPLETION DATE - AUGUST 14, 2009

4.74 mi of hot mix asphalt resurfacing and shoulder widening including gravel shoulder, guardrail, and pavement markings on 48th Avenue from Chicago Drive to Bauer Road in Georgetown Township, Ottawa County.

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

3.000 % DBE participation required

76. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906038 \$ 910,984.00
PROJECT ARUL 70414-105967
LOCAL AGRMT. 09-5180
START DATE - 10 days after award
COMPLETION DATE - JULY 31, 2009

1.87 mi of hot mix asphalt resurfacing including cold milling, sidewalk ramp ADA, and pavement markings on Douglas Avenue and Lakewood Boulevard from River Avenue easterly to 120th Avenue in Holland Township, Ottawa County.

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

3.000 % DBE participation required

77. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906039 \$ 778,757.25
PROJECT ARU 23400-106378
LOCAL AGRMT. 09-5198
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 30, 2009

2.41 mi of hot mix asphalt cold milling pavement and resurfacing on Creyts Road from Lansing Road to I-496, Eaton County.

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

3.000 % DBE participation required

SUBCONTRACTS

80.	B & L Landscaping 13200 Northend Oak Park, MI 48237	Low Bid: 1st Year: 2nd Year: 3rd Year: Optional 1st Year: Optional 2nd Year:	\$ 902,520 \$ 180,504 \$ 180,504 \$ 180,504 \$ 180,504 \$ 180,504
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along I-75 from 8 Mile Road to Milwaukee Street in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along I-75 from 8 Mile Road to Milwaukee in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48237.

81.	Commercial Mowing Services 19976 Salem Detroit, MI 48219	Low Bid: 1st Year 2nd Year 3rd Year Optional 1st Year: Optional 2nd Year:	\$ 730,080 \$ 146,016 \$ 146,016 \$ 146,016 \$ 146,016 \$ 146,016
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along I-94 from Rouge River to Rawsonville Road in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. 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 four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along I-94 from Rouge River to Rawsonville in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

* Denotes a non-standard contract/amendment

82.	Commercial Mowing Services 19976 Salem Detroit, MI 48219	Low Bid: 1st Year 2nd Year 3rd Year Optional 1st Year: Optional 2nd Year:	\$ 155,625 \$ 31,125 \$ 31,125 \$ 31,125 \$ 31,125 \$ 31,125
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing on state grade separations in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal on state grade separations in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

* Denotes a non-standard contract/amendment

83.	Commercial Mowing Services 19976 Salem Detroit, MI 48219	Low Bid: 1st Year: 2nd Year: 3rd Year: Optional 1st Year: Optional 2nd Year:	\$ 189,360 \$ 37,872 \$ 37,872 \$ 37,872 \$ 37,872 \$ 37,872
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along I-75 from Goddard Road to Huron River Drive in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. 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 four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along I-75 from Goddard Road to Huron River Drive in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

* Denotes a non-standard contract/amendment

84.	Commercial Mowing Services 19976 Salem Detroit, MI 48219	Low Bid: 1st Year: 2nd Year: 3rd Year: Optional 1st Year: Optional 2nd Year:	\$ 187,440 \$ 37,488 \$ 37,488 \$ 37,488 \$ 37,488 \$ 37,488
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along I-75 from West Outer Drive to I-94 in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along I-75 from West Outer Drive to I-94 in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

* Denotes a non-standard contract/amendment

85.	Commercial Mowing Services 1976 Salem Detroit, MI 48219	Low Bid: 1st Year: 2nd Year: 3rd Year: Optional 1st Year: Optional 2nd Year:	\$ 454,320 \$ 90,864 \$ 90,864 \$ 90,864 \$ 90,864 \$ 90,864
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along I-275 from 8 Mile Road to Will Carlton Road in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. 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 four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along I-275 from 8 Mile Road to Will Carlton Road in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

* Denotes a non-standard contract/amendment

86.	Commercial Mowing Services 19976 Salem Detroit, MI 48219	Low Bid: 1st Year: 2nd Year: 3rd Year: Optional 1st Year: Optional 2nd Year:	\$ 144,962.00 \$ 28,992.40 \$ 28,992.40 \$ 28,992.40 \$ 28,992.40 \$ 28,992.40
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along Telegraph Road from 8 Mile Road to the I-75 connector in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. 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 five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along Telegraph Road from 8 Mile Road to the I-75 connector in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

* Denotes a non-standard contract/amendment

87.	Commercial Mowing Services	Low Bid:	\$ 171,806.40
	19976 Salem	1st Year:	\$ 34,361.28
	Detroit, MI 48219	2nd Year:	\$ 34,361.28
		3rd Year:	\$ 34,361.28
		Optional 1st Year:	\$ 34,361.28
		Optional 2nd Year:	\$ 34,361.28

Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along Fort Street from Outer Drive to the I-75 connector in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. 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 subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along Fort Street from Outer Drive to the I-75 connector in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

88.	Commercial Mowing Services 19976 Salem Detroit, MI 48219	Low Bid: 1st Year: 2nd Year: 3rd Year: Optional 1st Year: Optional 2nd Year:	\$ 502,458.00 \$ 100,491.60 \$ 100,491.60 \$ 100,491.60 \$ 100,491.60 \$ 100,491.60
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along I-96 from McGraw Street to John Hix Road and along M-14 from Haggerty Road to Sheldon Road in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along I-96 from McGraw Street to John Hix Road and along M-14 from Haggerty Road to Sheldon Road in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

* Denotes a non-standard contract/amendment

89.	Commercial Mowing Services 19976 Salem Detroit, MI 48242	Low Bid: 1st Year: 2nd Year: 3rd Year: Optional 1st Year: Optional 2nd Year:	\$ 33,731.10 \$ 6,746.22 \$ 6,746.22 \$ 6,746.22 \$ 6,746.22 \$ 6,746.22
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along Michigan Avenue from I-275 to Rawsonville Road in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. 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 four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along Michigan Avenue from I-275 to Rawsonville Road in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

* Denotes a non-standard contract/amendment

90.	Commercial Mowing Services 19976 Salem Detroit, MI 48219	Low Bid: 1st Year: 2nd Year: 3rd Year: Optional 1st Year: Optional 2nd Year:	\$ 48,722.70 \$ 9,744.54 \$ 9,744.54 \$ 9,744.54 \$ 9,744.54 \$ 9,744.54
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Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along M-14 from Haggerty Road to Napier Road in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. 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 four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along M-14 from Haggerty Road to Napier Road in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48219.

* Denotes a non-standard contract/amendment

91.	Michigan Paving & Materials P.O. Box 309 Comstock Park, MI 49321	Low Bid: Engineer's Estimate: Over/Under:	\$ 255,874.95 \$ 263,603.21 + 2.9%
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Description of Work: Shoulder Widening and Hot Mix Asphalt Overlay

Approval is requested to authorize the Muskegon County Road Commission to award a subcontract for paving of the detour route for the M-46 and M-37 roundabout project while a section of M-37 is being rebuilt in Muskegon County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2009. Source of Funds: 18.15% State Restricted Trunkline Funds and 81.85% Federal Highway Administration Funds.

Criticality: This road is going to be used as a detour route and needs to be able to handle the additional traffic.
Purpose/Business Case: To provide for paving of the detour route for the M-46 and M-37 roundabout project while a section of M-37 is being rebuilt in Muskegon County.
Benefit: Will provide for a safer roadway.
Funding Source: 18.15% State Restricted Trunkline Funds and 81.85% Federal Highway Administration 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 roadway 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: 49321.

92.	Northern Construction Services Corp. P.O. Box 1299 Niles, MI 49120	Low Bid: Engineer's Estimate: Over/Under:	\$ 617,220.02 \$ 657,953.90 - 6.2%
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Description of Work: Safe Routes to School

Approval is requested to authorize the City of Benton Harbor to award a subcontract for sidewalk and crosswalk improvements, reconfiguration of school parking lots, and the creation of bus loading and unloading zones in the City of Benton Harbor. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through August 31, 2009. Source of Funds: 100% Federal Safe Routes to School Program Funds.

Criticality: These improvements are needed to provide a safer route for children walking and bicycling to school. This project needs to be done over summer recess and completed before school begins again in September.
Purpose/Business Case: To provide for sidewalk and crosswalk improvements, reconfiguration of school parking lots, and the creation of bus loading and unloading zones in the City of Benton Harbor.
Benefit: Will provide for safer routes for children to walk or bicycle to school.
Funding Source: 100% Federal Safe Routes to School Program 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 routes children use to get to school may not be safe.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

* Denotes a non-standard contract/amendment

Selection: Low bid.

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

Zip Code: 49120.

93.	Payne & Dolan, Inc.	Low Bid	\$ 47,850
	801 Clark Drive	Engineer's Estimate	\$ 52,130
	P.O. Box 351	Over / Under	- 8.2%
	Gladstone, MI 49837		

Description of Work: Paving of Car Pool Lot

Approval is requested to authorize the Delta County Road Commission to award a subcontract for grading, drainage work, and paving of the Rapid River car pool lot at the intersection of US-2 and US-41 in Delta County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the lot will continue to deteriorate, which could result in an increased risk of accidents.

Purpose/Business Case: To improve the safety of the Rapid River car pool lot at the intersection of US-2 and US-41 in Delta County. Project includes grading the existing surface, new asphalt surface, ditch cleanout, restoration, and pavement markings.

Benefit: Will provide a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this service is not performed, the lot will continue to deteriorate, which could result in an increased risk of accidents.

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: 49837.

94.	Payne Landscaping, Inc.	Low Bid:	\$ 166,950
	5385 Rohns	1st Year:	\$ 33,390
	Detroit, MI 48213	2nd Year:	\$ 33,390
		3rd Year:	\$ 33,390
		Optional 1st Year:	\$ 33,390
		Optional 2nd Year:	\$ 33,390

Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along 8 Mile Road from Grand River Avenue to I-94 in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. 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 five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along 8 Mile Road from Grand River Avenue to I-94 in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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: 48213.

95.	Payne Landscaping, Inc.	Low Bid:	\$ 252,625
	5385 Rohns	1st Year:	\$ 50,525
	Detroit, MI 48213	2nd Year:	\$ 50,525
		3rd Year:	\$ 50,525
		Optional 1st Year:	\$ 50,525
		Optional 2nd Year:	\$ 50,525

Description of Work: Mowing

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along US-10 (Lodge Freeway) from Wyoming Avenue to Holden Avenue in Wayne County. Costs are based upon a set unit cost per mowing cycle. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along US-10 (Lodge Freeway) from Wyoming Avenue to Holden Avenue in Wayne County.

Benefit: Safer highways 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision, increasing chances of accidents.

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

* Denotes a non-standard contract/amendment

Selection: Low bid.

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

Zip Code: 48213.

96.	Rieth-Riley Construction Co., Inc.	Low Bid:	\$114,553.22
	M-37 South	Engineer's Estimate:	\$115,000.00
	Grawn, MI 49637	Over /Under:	0%

Description of Work: Railroad Improvement

Approval is requested to authorize the Grand Traverse County Road Commission to award a subcontract for improvements to MDOT-owned railroad tracks, including elevation and alignment work, in conjunction with the Keystone Road project being undertaken in Grand Traverse County. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through November 15, 2009. Source of Funds: 100% State Restricted Comprehensive Transportation Funds.

Criticality: If this service is not performed, the slopes around the tracks will continue to deteriorate, which could result in derailment. Safety risks to train crews and motorists will increase if the work is not performed.

Purpose/Business Case: To provide for improvements to be undertaken to state-owned railroad tracks in conjunction with the Keystone Road project being undertaken by the Grand Traverse County Road Commission. This work is along Keystone Road between Birmley Road and Park Road.

Benefit: Safer railroad tracks and roadways.

Funding Source: 100% State Restricted Comprehensive Transportation 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 tracks 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: 49637.

97.	Saginaw Asphalt Paving Co.	Low Bid:	\$ 538,233.36
	2981 Carrollton Road	Engineer's Estimate:	\$ 772,864.00
	Saginaw, MI 48604	Over/Under:	- 30.4%

Description of Work: Cold Milling and Repaving

Approval is requested to authorize the Huron County Road Commission to award a subcontract for the milling and trenching of shoulder material and repaving of 6.2 miles of M-25 from Huron City to Port Austin in Huron County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is funded through the Congestion Mitigation and Air Quality Improvement Program with the intent that the full-width paved shoulders will be used by non-motorized vehicles and walkers.

Purpose/Business Case: To provide for the milling and trenching of shoulder material and repaving of 6.2 miles of M-25 from Huron City to Port Austin in Huron County.

Benefit: A safer path for non-motorized use.

Funding Source: 80% Federal Highway Administration Funds and 20% 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: 48604.

99. LETTING OF MAY 01, 2009
 PROPOSAL 0905003
 PROJECT EBSL 25132-104067
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 14, 2010

ENG. EST.
 \$ 1,182,866.74 \$
 LOW BID
977,854.41
 % OVER/UNDER EST.
 -17.33 %

Pumphouse rehabilitation including removal and replacement of all mechanical and electrical components and miscellaneous structure work on I-475 at R. T. Longway Boulevard in the city of Flint, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 977,854.41	Same	1 **
Gerace Construction Company, Inc.	\$ 1,028,787.59	Same	2
Dan's Excavating, Inc.	\$ 1,035,351.64	Same	3
Posen Construction, Inc.	\$ 1,061,051.55	Same	4
Anlaan Corporation	\$ 1,093,317.50	Same	5
J. Ranck Electric, Inc.	\$ 1,101,406.05	Same	6
O'Laughlin Construction Company	\$ 1,108,436.50	Same	7
Zito Construction	\$ 1,159,935.30	Same	8
Lawrence M. Clarke Inc.			
Dunigan Brothers, Inc.			
Fisher Contracting Company			

8 Bidders

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

Purpose/Business: The Michigan Department of Transportation will contract for electrical repairs and other maintenance activities on pumphouses throughout the state.

Benefit: The pumphouses and related plumbing are required to remove storm water from our transportation facilities. If the storm water is not removed, the transportation facilities will become unsafe or unusable. Additionally as these pumphouses age, the maintenance costs increase and dependability decreases.

Funding Source:

104067A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

Purpose/Business Case: Noise Abatement (sound walls) is provided to reduce the impacts of noise generated by traffic on MDOT right-of-way. FHWA requires mitigation on facilities where maximum decibel levels are exceeded due to changing noise patterns. Generally, freeways are facilities that are most commonly affected by changing noise patterns. This wall (Type 1) was identified in the Environmental impact Statement (EIS) for the M-59 Widening Project. The wall was not let with the Capacity Improvement Project, JN 48762, because of the need to re-analyze the location and the need for the wall and address some errors discovered in the original noise analysis that had to be resolved. The main project could not wait for the analysis to be completed because of the environmental restrictions for work to be completed in the construction contract.

Benefit: Construction of this noisewall will improve the quality of life of residents adjacent to MDOT facilities by reducing the impacts of traffic noise generated by the motoring traffic.

Funding Source:

89989A

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

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

Risk Assessment: This Noise Abatement project is required from other regulating agencies and MDOT is mandated to take part in the environmental review process. If the noise wall project is not completed, federal funds must be returned because the M-59 widening project utilized federal funds.

Cost Reduction: Meeting the requirements of the environmental assessment justifies the costs associated with the benefit.

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 48843.

107.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905043	\$ 723,464.80	\$ 726,584.00
	PROJECT NH 84911-103388		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 31, 2009		0.43 %

185.84 mi of hot mix asphalt crack treatment and overband crack filling at 23 locations on I-75, M-28, M-35, M-69, M-94, M-123, M-183, US-2, and US-41, Alger, Chippewa, Delta, Luce, Mackinac, Menominee, and Schoolcraft Counties. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 726,584.00	Same	1 **
Fahrner Asphalt Sealers, L.L.C.	\$ 733,637.84	Same	2
Michigan Joint Sealing, Inc.			

2 Bidders

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

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

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

Funding Source:

103388A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49868.

108. LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
PROPOSAL 0905044	\$ 3,659,007.00	\$ 2,824,859.39
PROJECT STUT 82900-89750		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - OCTOBER 16, 2010		-22.80 %

Pumphouse removal and replacement of all mechanical and electrical components and miscellaneous structure work at 4 locations on I-94 at 28th Street, Seneca Street, Dickerson Street, and Hollywood Street in the cities of Detroit and Harper Woods, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 2,824,859.39	Same	1 **
Dan's Excavating, Inc.	\$ 3,053,137.64	Same	2
Posen Construction, Inc.	\$ 3,269,611.68	Same	3
O'Laughlin Construction Company	\$ 3,383,768.29	Same	4
Zito Construction			
E. C. Korneffel Co.			
Lawrence M. Clarke Inc.			
Pamar Enterprises, Inc.			

4 Bidders

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

Purpose/Business: The Michigan Department of Transportation will contract for electrical repairs and other maintenance activities on pumphouses throughout the state.

Benefit: The pumphouses and related plumbing are required to remove storm water from our transportation facilities. If the storm water is not removed, the transportation facilities will become unsafe or unusable. Additionally as these pumphouses age, the maintenance costs increase and dependability decrease.

Funding Source:

89750A

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

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

Risk Assessment: If the pumphouses are not repaired, they will not operate correctly. Then the stormwater they are designed to remove will not be removed. Then the transportation facilities the pumphouses serve will become unsafe or unusable.

Cost Reduction: With the construction of these facilities, maintenance costs will be greatly reduced at these pumphouses. Our customers will benefit with a reduced possibility of flooding, therefore safer traveling.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48208 Statewide.

109. LETTING OF MAY 01, 2009
 PROPOSAL 0905049 \$ ENG. EST. LOW BID
 PROJECT M 58034-104331 \$ 45,455.39 \$ 43,673.52
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 15, 2009
 COMPLETION DATE - 14 calendar days -3.92 %

0.04 mi of portable intermittent truck weigh station replacement in the Dundee Welcome Center on northbound US-23, Monroe County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Sera Excavating, LLC.	\$ 43,673.52	Same	1 **
Service Construction, L.L.C.	\$ 46,814.78	Same	2
Eastlund Concrete Construction, Inc.	\$ 48,118.87	Same	3
Florence Cement Company	\$ 51,866.66	Same	4
Doan Construction Co.	\$ 54,622.05	Same	5
ABC Paving Company			
Absolute Erosion Protection, LLC			
Kelcris Corporation			

5 Bidders

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

Purpose/Business: The proposed project includes replacement of the existing Portable Intermittent Truck Weigh Station (PITWS) in the Dundee Welcome Center on northbound US-23 in Monroe County. The replacement of the existing PITWS is critical as it is the only screening of northbound traffic entering the state on US-23.

Benefit: This project will provide safer and improved traffic flow. The intermittent schedule will maximize enforcement opportunities.

Funding Source:

104331A

State Restricted Trunkline Funds 100 %

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

Risk Assessment: The relationships with the Michigan State Police, the motoring public and the local agencies in the area may be compromised. They are anticipating the completion of this project as announced.

Cost Reduction: With the construction of this project, our customers will benefit from safer and improved traffic flow.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48131.

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

102575A

Livingston County	16.09 %
State Restricted Trunkline Funds	83.91 %

103484A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

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

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48116.

111. LETTING OF MAY 01, 2009
 PROPOSAL 0905007
 PROJECT STUL 39405-89457, ETC
 LOCAL AGRMT. 09-5112
 START DATE - 10 days after award
 COMPLETION DATE - 60 working days

ENG. EST.
 \$ 1,216,918.00

LOW BID
 \$ 1,098,098.21

% OVER/UNDER EST.
 -9.76 %

1.78 mi of hot mix asphalt cold milling, resurfacing, concrete curb, gutter, and sidewalks, and drainage improvements on Lovell Street from Michigan Avenue to Rose Street and on Bronson Street from Kilgore Road to Alta Vista Avenue in the city of Kalamazoo, Kalamazoo County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Northern Construction Services, Co.	\$ 1,098,098.21	Same	1 **
Peters Construction Co./Remington	\$ 1,131,785.88	Same	2
Michigan Paving and Materials Co.	\$ 1,168,093.38	Same	3
Kamminga & Roodvoets, Inc.	\$ 1,177,021.25	Same	4
Hoffman Bros., Inc.	\$ 1,251,894.71	Same	5
Diversco Construction Company, Inc.	\$ 1,335,072.90	Same	6
Fisher Contracting Company			
Milbocker and Sons, Inc.			
Balkema Excavating, Inc.			
Brenner Excavating, Inc.			
Nashville Construction Company			

6 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

Funding Source:

89457A		
Federal Highway Administration Funds	80.00	%
City of Kalamazoo	20.00	%
89485A		
Federal Highway Administration Funds	80.00	%
City of Kalamazoo	20.00	%

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49007.

112.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905008	\$ 1,160,648.35	\$ 816,023.13
	PROJECT MSC 03010-89177		
	LOCAL AGRMT. 09-5077		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 30, 2009		-29.69 %

Removal of existing structure, construction of a prestressed spread concrete box beam bridge, and related approach work on 135th Avenue over Rabbit River, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. E. Kloote Contracting, Inc.	\$ 816,023.13	Same	1 **
L. W. Lamb, Inc.	\$ 837,165.41	Same	2
Anlaan Corporation	\$ 866,197.29	Same	3
Milbocker and Sons, Inc.	\$ 888,554.80	Same	4
Walter Toebe Construction Co.	\$ 999,930.18	Same	5
J. Slagter & Son Construction Co.	\$ 1,007,055.00	Same	6
Nashville Construction Company	\$ 1,081,731.64	Same	7
S-L and H Contractors Incorporated	\$ 1,088,927.34	Same	8
E.T. MacKenzie Company	\$ 1,223,020.19	Same	9
C. A. Hull Co., Inc.			
Diversco Construction Company, Inc.			

9 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

89177A

Allegan County	5.91 %
State Restricted Trunkline Funds	94.09 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49328.

113.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905009	\$ 1,131,770.50	\$ 873,147.52
	PROJECT MCS 12007-102382		
	LOCAL AGRMT. 09-5090		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2009		-22.85 %

Removal of existing structure, construction of a post tensioned, prestressed concrete box beam bridge, and related approach work on Narrows Road over Coldwater River, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 873,147.52	Same	1 **
L. W. Lamb, Inc.	\$ 887,010.15	Same	2
J. E. Kloote Contracting, Inc.	\$ 973,525.08	Same	3
Anlaan Corporation	\$ 983,131.50	Same	4
Walter Toebe Construction Co.	\$ 994,521.35	Same	5
Nashville Construction Company	\$ 1,015,029.08	Same	6
E.T. MacKenzie Company	\$ 1,090,368.03	Same	7
J. Slagter & Son Construction Co.			
C. A. Hull Co., Inc.			

7 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

102382A

Branch County	5.00 %
State Restricted Trunkline Funds	95.00 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49036.

Funding Source:

84380A		
Ottawa County		18.15 %
Federal Highway Administration Funds		81.85 %
90285A		
Ottawa County		32.85 %
Federal Highway Administration Funds		67.15 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49423.

115.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905011	\$ 718,690.20	\$ 547,787.87
	PROJECT BRO 61006-89664		
	LOCAL AGRMT. 09-5089		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2009		-23.78 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving, guardrail placement, and traffic control on Orshal Road at Duck Creek, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. E. Kloote Contracting, Inc.	\$ 547,787.87	Same	1 **
Milbocker and Sons, Inc.	\$ 567,824.45	Same	2
Hardman Construction, Inc.	\$ 594,049.60	Same	3
Anlaan Corporation	\$ 645,471.59	Same	4
Nashville Construction Company	\$ 664,547.82	Same	5
J. Slagter & Son Construction Co.			
L. W. Lamb, Inc.			
S-L and H Contractors Incorporated			
Diversco Construction Company, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

89664A

Muskegon County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49461.

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

Funding Source:

105625A

Livingston County	38.40 %
Federal Highway Administration Funds	61.60 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48843.

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49849.

118. LETTING OF MAY 01, 2009
 PROPOSAL 0905014 \$ ENG. EST. LOW BID \$ 413,000.00
 PROJECT CM 41900-90309-2
 LOCAL AGRMT. 07-5637 % OVER/UNDER EST.
 START DATE - MAY 18, 2009
 COMPLETION DATE - SEPTEMBER 04, 2009 2.52 %

Removal and replacement of 300 foot tower, utility shelter, and communications equipment at 1 location and placement of communications equipment in existing shelters at 3 locations in the cities of Grand Rapids, Cedar Springs, and Eastmanville, Kent and Ottawa Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Grant Tower, Inc.	\$ 413,000.00	Same	1 **
Motor City Electric Technologies	\$ 514,261.48	Same	2
Data Cell Systems Inc.	\$ 560,850.00	Same	3
Stockton Construction Group, LLC	\$ 563,967.26	Same	4
J. Ranck Electric, Inc.	\$ 902,365.00	Same	5
Prestige Telecommunications, Inc.			
J.R. Howell; Airport Lighting, LLC			
DVT Electric, Inc			
Strain Electric Company			
Rauhorn Electric, Inc.			
Windemuller Electric, Inc.			

5 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

90309A

Federal Highway Administration Funds	80.00 %
City of Grand Rapids	20.00 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49503.

119.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905015	\$ 328,092.50	\$ 262,476.44
	PROJECT MCS 78007-89880		
	LOCAL AGRMT. 09-5092		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 18, 2009		-20.00 %

Removal of existing structure and construction of a prestressed, concrete box beam bridge, and related approach work on Flowerfield Road over Flowerfield Creek, St. Joseph County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. E. Kloote Contracting, Inc.	\$ 262,476.44	Same	1 **
Milbocker and Sons, Inc.	\$ 265,196.81	Same	2
L. W. Lamb, Inc.	\$ 282,265.12	Same	3
Anlaan Corporation	\$ 282,337.11	Same	4
E.T. MacKenzie Company	\$ 296,545.59	Same	5
Nashville Construction Company	\$ 336,184.00	Same	6
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			

6 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

89880A

St Joseph County	5.00 %
State Restricted Trunkline Funds	95.00 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49093.

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

105006A

Gratiot County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48807.

121.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905017	\$ 313,342.25	\$ 269,849.20
	PROJECT BRO 48001-89657		
	LOCAL AGRMT. 09-5075		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 02, 2009		-13.88 %

Bridge removal and replacement, guardrail, and related approach work on County Road 442 at the Tahquamenon River, Luce County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 269,849.20	Same	1 **
Hebert Construction Company	\$ 288,345.58	Same	2
Snowden, Inc.	\$ 308,188.60	Same	3
R. B. Lyons, Inc.	\$ 381,019.40	Same	4
Bacco Construction Company			
J. Slagter & Son Construction Co.			
Anlaan Corporation			
Oberstar Inc.			

4 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

89657A

Luce County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49853.

122. LETTING OF MAY 01, 2009
 PROPOSAL 0905018 \$ ENG. EST. 230,623.36 LOW BID \$ 192,737.25
 PROJECT CMG 61407-101639
 LOCAL AGRMT. 09-5110 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 03, 2009 -16.43 %

Traffic signal upgrades at 11 locations in the city of Muskegon, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Windemuller Electric, Inc.	\$ 192,737.25	Same	1 **
J.R. Howell; Airport Lighting, LLC	\$ 198,730.63	Same	2
Rauhorn Electric, Inc.	\$ 207,815.25	Same	3
Strain Electric Company	\$ 209,971.50	Same	4
J. Ranck Electric, Inc.	\$ 219,110.01	Same	5
Metropolitan Power & Lighting, Inc.	\$ 238,782.25	Same	6
Severance Electric Co., Inc.			
DVT Electric, Inc			

6 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

101639A

Federal Highway Administration Funds 100 %

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

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

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

Funding Source:

105779A

Federal Highway Administration Funds	81.85 %
City of Muskegon	18.15 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49442.

124.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905020	\$ 198,055.65	\$ 159,376.00
	PROJECT STU 23000-103185		
	LOCAL AGRMT. 09-5128		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 21, 2009		-19.53 %

0.72 mi of cold milling and hot mix asphalt on Creyts Road from East Road to the north village limits of Dimondale, Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 159,376.00	Same	1 **
Michigan Paving and Materials Co.	\$ 168,000.00	Same	2
C & D Hughes, Inc.			

2 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

Funding Source:

103185A

Village of Dimondale	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48821.

125. LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
PROPOSAL 0905021	\$ 124,890.75	\$ 119,809.61
PROJECT STU 50458-104521		
LOCAL AGRMT. 09-5080		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - 60 working days		-4.07 %

2.31 mi of joint and crack sealing on Nine Mile Road from the west city limits of Eastpointe to Kelly Road, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Joint Sealing, Inc.	\$ 119,809.61	Same	1 **
Scodeller Construction, Inc.	\$ 120,359.69	Same	2
Fahrner Asphalt Sealers, L.L.C.			

2 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

Funding Source:

104521A

City of Eastpointe 18.15 %
 Federal Highway Administration Funds 81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48021.

126. LETTING OF MAY 01, 2009
 PROPOSAL 0905022 \$ ENG. EST. 114,457.50 LOW BID \$ 82,950.00
 PROJECT CM 44400-104113
 LOCAL AGRMT. 09-5096 % OVER/UNDER EST.
 START DATE - JUNE 15, 2009
 COMPLETION DATE - AUGUST 28, 2009 -27.53 %

0.10 mi of hot mix asphalt base crushing and shaping, widening, hot mix asphalt surfacing, earthwork, concrete curb and gutter, and traffic loops on Morris Road at the Imlay City Road intersection, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Novak Construction	\$ 82,950.00	Same	1 **
Total Asphalt Paving, Inc.	\$ 87,677.86	Same	2
Pro-Line Asphalt Paving Corp.	\$ 90,957.68	\$ 88,324.22	3
S.A. Torello, Inc.	\$ 91,042.61	Same	4
Wm. R. Curtis, Inc.	\$ 93,489.30	Same	5
Zito Construction	\$ 93,728.31	Same	6
Absolute Erosion Protection, LLC	\$ 94,346.71	Same	7
Rohde Bros. Excavating, Inc.	\$ 95,087.80	Same	8
Boddy Construction Company, Inc.	\$ 97,497.38	Same	9
L. A. Construction, Corp.	\$ 103,777.90	Same	10
Service Construction, L.L.C.	\$ 103,865.62	Same	11
Florence Cement Company	\$ 104,397.93	Same	12
L.J. Construction, Inc.	\$ 105,120.96	Same	13
Saginaw Asphalt Paving Company	\$ 105,457.13	Same	14
San Marino Excavating, Inc.	\$ 105,621.29	Same	15
McDowell Construction, L.L.C.	\$ 109,367.60	Same	16
Tri-Valley Landscaping, Inc.	\$ 110,811.40	Same	17
Cadillac Asphalt, LLC.	\$ 111,297.30	Same	18
John Carlo, Inc.	\$ 125,103.05	Same	19
Adamo Group Inc.	\$ 137,792.85	Same	20
D.L.F., Inc.			
Perrin Construction Co., Inc.			
Pyramid Paving and Contracting Co.			
Astec Asphalt, Inc.			
Ace Asphalt & Paving Co. Inc.			
Barrett Paving Materials, Inc.			

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

104113A

Lapeer County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48446.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

101638A		
Federal Highway Administration Funds		80.00 %
Village of Spring Lake		20.00 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49456.

128.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905024	\$ 100,636.10	\$ 62,917.06
	PROJECT STU 23455-103225		
	LOCAL AGRMT. 09-5114		% OVER/UNDER EST.
	START DATE - JUNE 05, 2009		
	COMPLETION DATE - JULY 31, 2009		-37.48 %

0.52 mi of hot mix asphalt cold milling, resurfacing, and structure adjustments on West Jefferson Street from Perry Street to South Bridge Street (M-100) in the city of Grand Ledge, Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 62,917.06	Same	1 **
American Asphalt, Inc.	\$ 66,911.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 78,828.60	Same	3
C & D Hughes, Inc.			

3 Bidders

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

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

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

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

Funding Source:

103225A

Federal Highway Administration Funds	81.85 %
City of Grand Ledge	18.15 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48837.

129. LETTING OF MAY 01, 2009
 PROPOSAL 0905025
 PROJECT STU 33400-100159, ETC
 LOCAL AGRMT. 09-5125
 START DATE - 10 days after award
 COMPLETION DATE - JULY 02, 2010

ENG. EST. LOW BID
 \$ 2,847,318.50 \$ 2,284,350.17
 % OVER/UNDER EST.
 -19.77 %

1.68 mi of hot mix asphalt resurfacing including pavement removal, cold milling, intersection widening, drainage improvements, concrete curb and gutter, sidewalk ADA ramps, watermain, traffic signal, and pavement markings on Waverly Road from Michigan Avenue northerly to Barton Street and on St. Joseph Street northerly to Michigan Avenue, Eaton and Ingham Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & G Myers Construction, LLC	\$ 2,284,350.17	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 2,287,919.81	Same	2
Davis Construction, Inc.	\$ 2,299,405.84	Same	3
Cadwell Brothers Construction Comp	\$ 2,364,047.75	Same	4
Milbocker and Sons, Inc.	\$ 2,418,066.51	Same	5
Mead Bros. Excavating Inc.	\$ 2,476,649.68	Same	6
Nashville Construction Company	\$ 2,478,892.49	Same	7
Hoffman Bros., Inc.	\$ 2,504,038.29	Same	8
C & D Hughes, Inc.	\$ 2,520,960.41	Same	9
Kammaing & Roodvoets, Inc.	\$ 2,522,633.92	Same	10
C L Trucking & Excavating, LLC	\$ 2,573,908.90	Same	11
E.T. MacKenzie Company	\$ 2,587,477.39	Same	12
Concord Excavating & Grading, Inc.	\$ 2,619,658.77	Same	13
Dunigan Brothers, Inc.	\$ 2,740,780.00	Same	14
Angelo Iafrate Construction Company	\$ 2,880,572.03	Same	15
Michigan Paving and Materials Co.			
Fisher Contracting Company			
Sole Construction, Inc.			

15 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

Funding Source:

100159A		
Ingham County		40.80 %
Federal Highway Administration Funds		59.20 %
100184A		
Ingham County		57.08 %
Federal Highway Administration Funds		42.92 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48917.

130.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905026	\$ 3,453,455.50	\$ 2,777,992.64
	PROJECT STU 25402-103546, ETC		
	LOCAL AGRMT. 09-5121		% OVER/UNDER EST.
	START DATE - JUNE 01, 2009		
	COMPLETION DATE - SEPTEMBER 25, 2009		-19.56 %

3.58 mi of concrete pavement repairs, cold milling hot mix asphalt and resurfacing, guardrail, bridge work, storm sewer, and earthwork on North Genesee Road from the Burton city limits to Carpenter Road and from Coldwater Road to Stanley Road, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tony Angelo Cement Construction Co.	\$ 2,777,992.64	Same	1 **
Florence Cement Company	\$ 2,862,342.15	Same	2
C & D Hughes, Inc.	\$ 2,893,800.15	Same	3
Angelo Iafrate Construction Company	\$ 2,898,808.60	Same	4
Kelcris Corporation	\$ 3,182,774.30	Same	5
John Carlo, Inc.	\$ 3,349,088.40	Same	6
Ajax Paving Industries, Inc.			
Pamar Enterprises, Inc.			
Six-S, Inc.			
Ace Asphalt & Paving Co. Inc.			
Major Cement Co.			
Cadillac Asphalt, LLC.			
Dan's Excavating, Inc.			

6 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

Funding Source:

103546A

Genesee County	18.15 %
Federal Highway Administration Funds	81.85 %

103947A

Genesee County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48506.

Funding Source:

104971A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48744.

134.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905038	\$ 962,953.17	\$ 866,439.55
	PROJECT HRRR 21041-84619, ETC		
	LOCAL AGRMT. 09-5118		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 30, 2009		-10.02 %

3.48 mi of hot mix asphalt crushing and shaping, resurfacing, drainage improvements, earth excavation, aggregate base, vertical curve modification, and safety item upgrades on County Road 416 (20th Road) from County Road 525 (J Road) easterly to County Road 426 (M5 Road), Delta County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 866,439.55	Same	1 **
Bacco Construction Company	\$ 1,013,097.18	Same	2

2 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

104464A		
Delta County		10.00 %
Federal Highway Administration Funds		90.00 %
84619A		
Delta County		20.00 %
Federal Highway Administration Funds		80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49837.

135.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905039	\$ 599,653.00	\$ 454,041.82
	PROJECT STE 77475-102107		
	LOCAL AGRMT. 09-5127		% OVER/UNDER EST.
	START DATE - SEPTEMBER 08, 2009		
	COMPLETION DATE - SEPTEMBER 19, 2011		-24.28 %

0.10 mi of concrete sidewalk, brick pavers, hot mix asphalt resurfacing, landscaping, and amenities on Broadway Street from Water Street to Main Street in the city of Marine City, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pro-Line Asphalt Paving Corp.	\$ 454,041.82	Same	1 **
S.A. Torello Demolition, Inc.	\$ 488,541.19	Same	2
Dan's Excavating, Inc.	\$ 498,659.58	Same	3
Boddy Construction Company, Inc.	\$ 524,364.30	Same	4
Eastlund Concrete Construction	\$ 528,771.25	Same	5
Service Construction, L.L.C.	\$ 548,958.33	Same	6
ABC Paving Company	\$ 568,262.06	\$ 568,243.92	7
Absolute Erosion Protection, LLC	\$ 568,612.70	Same	8
Zito Construction	\$ 574,630.49	Same	9
Teltow Contracting, Inc.	\$ 580,687.71	Same	10
Angelo Iafrate Construction Company	\$ 582,765.76	Same	11
Raymond Excavating Company	\$ 597,294.10	Same	12
John Carlo, Inc.	\$ 599,234.40	Same	13
Florence Cement Company	\$ 636,849.00	Same	14
Warren Contractors & Development	\$ 641,361.44	Same	15
Pamar Enterprises, Inc.			
M. L. Chartier Excavating, Inc.			
Ajax Paving Industries, Inc.			
Ace Asphalt & Paving Co. Inc.			

15 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

102107A	
Federal Highway Administration Funds	28.22 %
(Transportation Enhancement Funds)	
City of Marine City	71.78 %

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

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

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

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48039.

136.	LETTING OF MAY 01, 2009	ENG. EST.	LOW BID
	PROPOSAL 0905040	\$ 88,248.39	\$ 72,953.52
	PROJECT STH 41609-105021		
	LOCAL AGRMT. 09-5102		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 25, 2009		-17.33 %

0.07 mi of traffic signal and sidewalk ramp upgrades on 4 Mile Road at Fruit Ridge Avenue, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 72,953.52	Same	1 **
DVT Electric, Inc	\$ 85,480.00	Same	2
J.R. Howell; Airport Lighting, LLC	\$ 85,992.08	Same	3
Windemuller Electric, Inc.	\$ 86,151.50	Same	4
J. Ranck Electric, Inc.	\$ 87,155.59	Same	5
Severance Electric Co., Inc.	\$ 88,021.85	Same	6
Metropolitan Power & Lighting, Inc.	\$ 98,427.50	Same	7
Rauhorn Electric, Inc.			

7 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

105021A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49544.

FREIGHT SERVICES

137. LETTING OF MAY 01, 2009
 PROPOSAL 0905045
 PROJECT AO 83900-105864
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - APRIL 30, 2010

	ENG. EST.	LOW BID
	\$ 2,597,210.00	\$ 2,574,797.09
	% OVER/UNDER EST.	
	-0.86 %	

9.71 mi of track rehabilitation on state-owned railway operated by the Great Lake Central Railroad Company, Wexford County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Armond Cassil Railroad Construction	\$ 2,574,797.09	Same	1 **
CR Construction Company of Michigan	\$ 2,731,742.78	Same	2
RailWorks Track Services, Inc.	\$ 2,817,019.97	Same	3

3 Bidders

Criticality: This railroad improvement project will create or retain jobs within the State of Michigan, improve track conditions, reduce maintenance costs, and increase operational efficiencies. Delaying the project would adversely impact employment in the State and would postpone necessary track improvements.

Purpose/Business Case: This track rehabilitation project preserves the structural integrity and extends the service life of state-owned railway.

Benefit: Enhances train operational safety and improves the level of service to those dependent on rail service.

Funding Source:

105864A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract final cost will be based on actual quantities and unit bid prices. Even though the contract cost is not fixed, cost containment practices and past experience will keep cost to a minimum.

Risk Assessment: There is a greater risk of injury/derailments due to existing track conditions. Failure to authorize the work will result in continued rough crossing surfaces, operating trains over poor track conditions, and the loss of an opportunity to improve safety and operational efficiency.

Cost Reduction: Lower operating and maintenance costs.

New Project Identification: Maintenance

Selection: Low bid.

Zip Code(s): 49618, 49638, 49668.

EXTRAS

139. **Extra 2009 - 52**

Control Section/Job Number: 23555-59632 Local Agency Project
State Administrative Board - This project exceeds the 6% limit for reviewing extras.
State Transportation Commission - Does not meet criteria.
Contractor: Burkett Excavating
3411 Ionia Road
Bellevue, MI 49021

Designed By: Local Agency
Engineer's Estimate: \$975,939.00

Description of Project:



1.20 mi of hot mix asphalt pavement removal, earthwork, hot mix asphalt pavement, and drainage improvements on Canal Road from Vermontville Highway to Bridge Road, Eaton County.

Administrative Board Approval Date:	May 6, 2008	
Contract Date:	May 7, 2008	
Original Contract Amount:	\$899,787.83	
Total of Overruns/Changes (Approved to Date):	32,599.83	+ 3.62%
Total of Extras/Adjustments (Approved to Date):	9,139.00	+ 1.02%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>66,138.31</u>	<u>+ 7.35%</u>
Revised Total	<u>\$1,007,664.97</u>	+ 11.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.64% over the original budget for an **Authorized to Date Amount** of \$941,526.66.

Approval of this extra will place the authorized status of the contract 11.99% or \$107,877.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 3, 5 r. 2

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

CM 4

Subgrade Manipulation, Drying Clay	1.000 LS @ \$8,200.00/LS	\$8,200.00
Embankment, CIP Asphalt Removal	5,360.000 Cyd @ \$7.50/Cyd	40,200.00
Geotextile, Stabilization Driveway at 5019 N. Canal Rd.	141.700 Syd @ \$4.24/Syd	<u>\$600.81</u>
Total		<u>\$49,000.81</u>

CM 5			
Embankment, LM Driveway 5019 N. Canal Rd	2,285.000 Cyd @ \$7.50/Cyd		<u>\$17,137.50</u>
Total			<u>\$17,137.50</u>
Grand Total			<u>\$66,138.31</u>

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

CM 4

The subgrade had a high moisture content and was deflecting and rutting. Reports from Soil and Materials Engineers, Inc. (SME) confirm these observations. The subgrade in this area had to be disked and dried over several days to reduce the moisture and allow it to compact and minimize the yielding of the soils. This was not anticipated during design, therefore no pay item was set up on this project. The cost for Subgrade Manipulation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Removal of the existing asphalt surface was not accounted for when calculating cut and fill quantities. As a result, more fill and less cut was needed for this project. The cost for Embankment, CIP Asphalt Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Due to the change in road grade, the driveway had to be relocated. The subgrade where the driveway fill was placed settled and created some shifting of the fill. The geotextile was placed to stabilize the base for the sand, gravel, and asphalt. The cost for Geotextile, Stabilization Driveway was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

CM 5

Embankment was placed for the relocation of a driveway. Due to the house in foreclosure, an easement for construction of the driveway could not be obtained until after the project had been let. The original design showed guardrail at this location and the additional embankment cost is offset somewhat by the removal of the guardrail items listed on contract modification #4. The cost of Embankment, LM Driveway was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

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 May 19, 2009.

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

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48821.

140. **Extra 2009 - 53**

Control Section/Job Number: 41131-56887 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor:

Six-S, Inc.

2210 Scott Lake Road
Waterford, MI 48328

Designed By:

MDOT

Engineer's Estimate:

\$11,158,342.22

WITHDRAWN

Description of Project:

2.16 mi of concrete road widening, ramps, curb and gutter, joint repairs, storm sewer, culvert work and guardrail upgrades on US-131/I-296 from Pearl Street north to North Park Street and joint replacement and deck patching on 6 structures on US-131 northbound from Ann Street to North Park Street in the cities of Grand Rapids and Walker, Kent County. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	December 14, 2006	
Original Contract Amount:	\$11,684,819.49	
Total of Overruns/Changes (Approved to Date):	478,766.90	+ 4.10%
Total of Extras/Adjustments (Approved to Date):	558,211.78	+ 4.78%
Total of Negative Adjustments (Approved to Date):	(109,063.52)	- 0.93%
THIS REQUEST	267,691.96	+ 2.29%
Revised Total	<u>\$12,880,426.61</u>	+ 10.24%

Offset Information

Total Offsets This Request	(\$298,065.94)	- 2.55%
Net Revised Request	(\$30,373.98)	- 0.26%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.94% over the original budget for an **Authorized to Date Amount** of \$12,612,734.65.

Approval of this extra will place the authorized status of the contract 10.23% or \$1,195,607.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-058	17	\$324,570.10	04/01/08

Contract Modification Number(s): 1

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

CM 1 (56887A)

Fdn, Truss, Type C	4.000 Ea @ \$20,300.00/Ea	\$81,200.00
Sign, Type B, Temp, Prismatic, Furn and Operated, Special	1.000 Sft @ \$57,589.96/Sft	57,789.96
Truss, Type C, 90 foot	2.000 Ea @ \$64,351.00/Ea	<u>128,702.00</u>
Total		<u>\$267,691.96</u>

CM 1 Offset Information (56887A)

Fdn, Truss Sign Structure Type E, 42" Dia Uncased	-144.000 Ft @ \$954.05/Ft	(\$137,383.20)
Truss, Type E	-2.000 Ea @ \$80,341.37/Ea	(160,682.74)
Total		(\$298,065.94)

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

CM 1

It is requested to add the new items of work for Type C Truss Signs as tabulated above. The deletion of the listed Type E Truss items completely offsets the Type C Truss items. A temporary sign was added on the truss sign on northbound US-131 at Leonard Street as detailed in Work Order # 7. The signing subcontractor, Midwest Bridge Company, requested changing Type E trusses and foundation items for the overhead signs to Type C trusses and foundations. The Type E trusses are new to the State of Michigan and the 6" tube steel that makes up the trusses is not readily available in the State of Michigan. The installation for Type E trusses, on previous Michigan projects, have led to long lead times for fabrication and delivery and have significantly delayed sign installation. By using the Type C Trusses, the trusses can be fabricated, delivered and erected within the project time frames. This was discussed with the Supervising Engineer, MDOT-Lansing Traffic and Safety Reflective Systems Design.

The prices for the truss C items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and are reasonable when compared with average unit prices. The cost includes a 1.5% prime contractor markup. The prime contractor disputed this markup and requested a 5% prime contractor markup as per Section 109.07.G of the 2003 Standard Specifications for Construction. However, the 5% markup only applies to force account work while the extra cost was a negotiated price. Given the high dollar amounts and the small effort of work the prime contractor had to spend on this issue, it was decided not to provide a 5% markup.

The type B prismatic sign was needed to provide a temporary lane assignment indicator on northbound US-131 on the truss sign just south of Leonard Street. The need for the sign was based on observed traffic patterns at the south temporary median crossover on northbound US-131 near Ann Street. The cost for this item was negotiated and is comparable to similar items in this contract.

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 May 19, 2009.

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

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

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

Funding Source

56887A: FHWA, 81.85%, State Restricted Trunkline, 17.79%, City of Grand Rapids, 0.36%;

79076A: FHWA, 90.00%, State Restricted Trunkline, 10.00%;

79077A: FHWA, 90.00%, State Restricted Trunkline, 10.00%;

83449A: FHWA, 100%;

87036A: 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: 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: 49504.

141. **Extra 2009 - 54**

Control Section/Job Number: 41131-79462 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, MI 48328

Designed By:
Engineer's Estimate:

MDOT
\$4,707,202.97
WITHDRAWN

Description of Project:

2.91 mi of pavement repairs, median barrier repairs and light standard foundations on US-131 from M-11 to Wealthy Street in the cities of Wyoming and Grand Rapids, Kent County.

Administrative Board Approval Date:	July 15, 2008	
Contract Date:	August 1, 2008	
Original Contract Amount:	\$4,644,907.42	
Total of Overruns/Changes (Approved to Date):	(347,456.82)	- 7.48%
Total of Extras/Adjustments (Approved to Date):	288,651.90	+ 6.21%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>34,473.04</u>	<u>+ 0.74%</u>
Revised Total	<u>\$4,620,575.54</u>	- 0.53%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.27% under the original budget for an **Authorized to Date Amount** of \$4,586,102.50.

Approval of this extra will place the authorized status of the contract 0.53% or \$24,331.88 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-174	3	\$162,772.50	11/18/08

Contract Modification Number(s): 9, 11, 13 r.1, 14 r.1, 16

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

CM 9 (87456A)

Conduit, Schedule 80 PVC, 3" Structure 430.000 Ft @ \$21.000/Ft \$9,030.00
Total **\$9,030.00**

CM 11 (79462A)

Serv Disconnect 1.000 Ea @ 1,067.85/Ea \$1,067.85
(87456A)
Slope Restoration, Type B 40.000 Syd @ \$5.25/Syd 210.00
Conduit, Schedule 80 PVC, 3", Structure Expansion
Couplings in R04 Median Bridge Barrier 2.500 Ft @ \$451.08/Ft 1,127.70
Mobilization, Max for Electrical Service at
Franklin Interchange @ US-131 1.000 LS @ \$840.00/LS 840.00
Wood Pole, Cl 4, 40 foot 1.000 Ea @ \$1,260.00/Ea 1,260.00
Wood Pole, Fit Up, Metered Sec Elec Serv 1.000 Ea @ \$1,900.50/Ea 1,900.50
Total **\$6,406.05**

CM 13 (87456A)

Band, Sign 56.000 Ea @ \$47.25/Ea \$2,646.00
Sign, Type III, Erect, Salv 27.000 Ea @ \$68.25/Ea 1,842.75
Sign, Type III, Rem 27.000 Ea @ \$31.50/Ea 850.50
Total **\$5,339.25**

CM 14 (79462A)

Pavt Repr, Nonreif, 10 inch Special 8.300 Syd @ \$71.36/Syd \$592.29
Total **\$592.29**

CM 16 (87456A)

Heat Straightening Anchor Bolts \$1,730.89
Rem, Light Anchor Assembly 48.000 Ea @ \$236.97/Ea 11,374.56
Total **\$13,105.45**

Grand Total **\$34,473.04**

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

CM 9

New conduit was required to replace the damaged conduit in the median barrier on southbound R04 of control section 41131. The plans indicated using the existing conduit in the bridge barrier. During the removal of wire from the existing conduit it was found to be broken in several places and unusable. Therefore, new conduit was placed on the median brush block on the back side of the barrier. The price for Conduit, Schedule 80 PVC, 3" Structure - was negotiated and is considered reasonable compared to average unit pricing. Supporting documentation is in the project files.

CM 11

Slope Restoration, Type B was originally established on Contract Modification # 4 as an estimated amount and is now balanced to final field measured quantity. This item was added to pay for slope restoration for the directional bore pits and trenching areas associated with the electrical work. There were no pay items provided in the plans for this work. The price for this item was negotiated and is considered reasonable for the scope of work. The price includes topsoil as required for the multiple small locations.

Conduit was damaged by MDOT bridge crews during bridge joint repair work and had to be replaced in the median bridge barrier at two expansion joint locations on southbound US-131 at R04 of 41131. The work includes hand chipping around existing 3" conduit, replacing pavement on each end of the bridge barrier, traffic control, removing or replacing existing wire and splicing as needed. The unit price was negotiated and is considered reasonable for the scope of work.

Consumers Energy was on site the week of December 15, 2008, to switch power connections from the old lighting control panels to the new control panels. During the switch-over, all power was cut to the existing transformer cabinet at the Franklin Street interchange and US-131. Upon review by the City of Grand Rapids lighting crews, it was determined that the power source for ITS cabinet 102 was passing through the transformer cabinet which is shown to be removed on the project plans. The routing of power through the enclosure did not match the original intent of the ITS plans (MDOT.IN 44906A). It was determined to provide a separate power feed for cabinet 102, as detailed in Work Order #4 and to match the intent of the original ITS plans. This was discussed with the City of Grand Rapids Electrical Supervisor and maintaining agency for MDOT lighting.

All new pay items for the power feed were negotiated and considered reasonable for the scope of work. These items are as follows: Mobilization, Max for Electrical Service at Franklin Interchange @ US-131; Serv Disconnect; Wood Pole, Cl 4; Wood Pole, Fit Up, Metered Sec Elec Serv. Supporting documentation can be found in the project files.

CM 13

All the old light poles were removed from the existing median concrete barrier foundations. These lights were replaced with new lights and poles on new concrete median barrier foundations. Extra Sign, Type III, Rem is for the removal of the signs that were on the old light poles that were taken down. Extra Sign, Type III, Erect, Salv is for the installation of the signs that were removed from the old light poles and reinstalled on the new light poles using sign bands. Band Sign, Sign, Type III, Erect, Salv and Sign, Type III, Rem, were missed on the plans and the extra cost for these items are negotiated unit prices as per section 103.04 of the 2003 Standard Specifications for Construction and are reasonable when compared to work of similar scope.

CM 14

This item was established on contract modification number three as an estimated amount and is now balanced to final field measured quantity. This item includes furnishing, placing, finishing, texturing, and curing the concrete; furnishing any additional concrete required to correct low base conditions; sawing, cleaning, and preparing the transverse and longitudinal joint reservoir and relief cuts; and furnishing and installing joint sealant. The unit price was negotiated and is considered reasonable as compared to previous projects for this type of work. A detailed contractor's estimate is available in the project files.

CM 16

This pays for heat straightening new anchor bolts for new light standards. According to the project plans, the contractor was to utilize the existing light foundations in the barrier at various locations throughout the project. These locations included 3 lights in the median barrier of US-131 over Plaster Creek (R02 of 41 131), 7 lights at the Franklin Street exit and entrance ramps at northbound US-131 and 4 lights at the Wealthy Street interchange with US-131. The contractor removed the old lights and anchor bolts and installed the new anchor bolts. It was then observed the new anchor bolts were not straight and would not fit the new light standards. This condition was due to the orientation of the existing couplers cast into the top of the concrete barrier. By heat straightening the new anchor bolts, the contractor was able to install the 3 new lights at R02 of control section 41131. The new lights would still not fit the anchor bolts at the Franklin and Wealthy Street interchanges. An anchor bolt adaptor plate will be designed for the light locations at Franklin and Wealthy Streets. The cost for Heat Straightening is based on Force Account records. Supporting documentation is available in the project files.

Removal of the light anchor assembly consisted of removing and sealing existing anchor bolt assemblies and conduit at the old light locations on the median concrete barrier. This work was not included in the removal of the old lights. The price for Rem, Light Anchor Assembly is based on force account type records, negotiated with the contractor. Work for each location included flame cutting all four anchor bolts below the surface of the concrete barrier, applying spray galvanization, grouting the top of the anchor bolts and sealing and grouting the existing conduit. Supporting documentation is available 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.

These Extras were recommended for approval by the State Administrative Board on May 19, 2009.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source:

79462A: FHWA, 81.85%; State Restricted Trunkline, 18.15%;

87456A: 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: 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: 49507.

142. **Extra 2009 - 55**

Control Section/Job Number: 63081-51492 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: HNTB, Inc.
Engineer's Estimate: \$54,369,193.18

Description of Project:

WITHDRAWN

5.00 mi of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials, workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	2,031,176.46	+ 3.86%
Total of Extras/Adjustments (Approved to Date):	4,381,540.68	+ 8.34%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,517.40</u>	<u>+ 0.01%</u>
Revised Total	<u>\$58,980,472.27</u>	+ 12.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.20% over the original budget for an **Authorized to Date Amount** of \$58,974,954.87.

Approval of this extra will place the authorized status of the contract 12.21% or \$6,418,234.54 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-99	5, 7 r. 1	\$609,881.30	08/07/07
2007-133	18	\$170,000.00	09/18/07
2007-150	15	\$403,888.76	10/02/07
2007-152	14 r. 1	\$472,454.00	10/16/07
2007-159	29	\$190,000.00	11/06/07
2008-060	46 r. 2	\$110,239.79	04/15/08
2008-081	43	\$339,477.16	06/03/08
2008-117	53 r. 1	\$9,733.71	08/19/08
2008-155	49 r. 2, 50 r. 2, 52 r. 1	\$557,587.69	10/07/08
2009-001	55	\$109,569.63	01/20/09
2009-028	56	\$187,703.72	02/17/09

Contract Modification Number(s): 59

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

CM 59

51492A

Investigate Lighting Outages

\$5,136.70

72402A

Pavt Mrkg, Spray Thermopl, 4 inch White
Pavt Mrkg, Spray Thermopl, 4 inch Yellow

340.000 Ft @ \$0.47/Ft
470.000 Ft @ \$0.47/Ft

159.80
220.90

Total

\$5,517.40

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

CM 59

Per work order #55, the contractor was directed to investigate the lighting outages and replace the ballasts and lamps with the specified product. This cost is for materials only. The contractor is responsible for all associated costs with no allowance or additional mark up. Because of some miscommunication between the contractor and the power company the voltage supplied was too high (277v rather than 240v) which over time caused some of the lights and ballast to burn out prematurely. They lasted for about a year. The contractor didn't recognize the slight over voltage. Since MDOT did get some use from the lamps and ballast it was agreed to pay for all new lamps and ballast and for the contractor to supply all the labor to replace them.

P.K. Contracting was directed to use thermoplastic spray as part of the permanent pavement marking for the area from Lahser Road to the Southfield Freeway. The costs were negotiated with the contractor, and are deemed reasonable compared to similar work on other projects.

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 May 19, 2009.

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

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

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

Funding Source:

51492A: FHWA, 80.00 %; State Restricted Trunkline, 18.71 %; City of Detroit, 0.22 %; City of Southfield, 1.07 %;

60336A: FHWA, 81.85 %, City of Southfield, 1.97 %, State Restricted Trunkline, 16.18 %;

72402A: FHWA, 81.85 %; City of Southfield, 2.03 %; State Restricted Trunkline, 16.12 %;

75229A: FHWA, 81.78 %; City of Detroit, 0.60 %; City of Southfield, 1.51%, 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: 48075.

143. **Extra 2009 - 56**

Control Section/Job Number: 63171-87270 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Florence Cement Company
12798 23 Mile Road
Shelby Twp., MI 48315

Designed By: Grissim Metz Andriess Associates
Mansell Associates Inc.
Orchard, Hiltz and McCliment, Inc.

Engineer's Estimate: \$5,243,612.60

Description of Project:

WITHDRAWN

1.70 mi of mill and concrete overlay with integral curb and gutter, storm sewer, parking lot reconstruction, watermain replacement, landscape, sidewalk enhancements, permanent signing and pavement markings on Coolidge Highway from 8 Mile Road to 10 Mile Road and 0.35 mi of median planting islands, decorative walls, sidewalk, trees, bushes, flowers, street lighting and city signs on 9 Mile Road from west of Coolidge Highway to east of Coolidge Highway in the city of Oak Park, Oakland County.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	May 10, 2007	
Original Contract Amount:	\$4,795,710.46	
Total of Overruns/Changes (Approved to Date):	(780,522.25)	- 16.28%
Total of Extras/Adjustments (Approved to Date):	277,276.59	+ 5.78%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>60,476.57</u>	<u>+ 1.26%</u>
Revised Total	<u>\$4,352,941.37</u>	- 9.23%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.49% under the original budget for an **Authorized to Date Amount** of \$4,292,464.80.

Approval of this extra will place the authorized status of the contract 9.23% or \$442,769.09 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-038	2	\$287,525.23	03/04/08

Contract Modification Number(s): 4

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

CM 2

3" Topsoil and Hydro Seed	2,066.000 Syd @ \$4.25/Syd	\$8,780.50
Additional Block Course 30 x 30 Pier	2.000 Ea @ \$106.05/Ea	212.10
Additional Block Course for Landscape Wall	68.600 Ft @ \$21.21/Ft	1,455.01
Additional Course 20 x 20 Pier	19.000 Ea @ \$62.62/Ea	1,189.78
Additional Planting Bed	1.000 LS @ \$4,121.25/LS	4,121.25
Monument Box, Furnish and Install	2.000 Ea @ \$663.93/Ea	1,327.86
Pavt Mrkg, Regular Dry, 24 inch, Stop Bar	298.000 Ft @ \$4.03/Ft	1,200.94
Pavt Mrkg, Regular Dry, Lt Turn Arrow	5.000 Ea @ \$42.40/Ea	212.00
Pavt Mrkg, Regular Dry, Only	7.000 Ea @ \$47.70/Ea	333.90
Pavt Mrkg, Regular Dry, Rt Turn Arrow	2.000 Ea @ \$42.40/Ea	84.80
Pavt Mrkg, Regular Dry, School	4.000 Ea @ \$53.00/Ea	212.00
Post Hole Thru Concrete	4.000 Ea @ \$132.56/Ea	530.24
Repair 9 Mile and Coolidge Sod Damage	1.000 LS @ \$2,650.00/LS	2,650.00
Topsoil and Sod Ditch	1,145.000 Syd @ \$6.10/Syd	6,984.50
Watering 1,000 Gal. Units	15.000 Unit @ \$90.15/Unit	1,352.25
Cable, Equipment Grounding Wire 1/C #6	485.000 Ft @ \$0.585/Ft	283.73
Pavt Mrkg, Waterbor, Ar, Prk, Lot, 4", White	269.000 Ft @ \$0.69/Ft	185.61
Sidewalk, Conc, 4 inch	4,305.000 Sft @ \$6.82/Sft	<u>29,360.10</u>
Total		<u>\$60,476.57</u>

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

CM 2

The 3" Topsoil and Hydro Seed were added to the project to restore areas outside of the main streetscape area where city sidewalk had to be removed and replaced due to water being trapped on the existing sidewalk. These existing sidewalk areas were removed and raised in elevation to ensure proper drainage. Topsoil and hydro seed were chosen in lieu of sod to increase growth potential during the hot summer months and reduce the need to water. The item of 3" Topsoil and Hydro Seed was an additional item of work requested by the city and paid for 100% by the city. There will be no reduction in existing pay items due to the fact that this work was not in the original plans. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with construction of this item.

Additional block items were added to achieve the desired finished height of the wall above the adjacent grade. The foundation was already set and 30" Piers were part of the wall structure. These items were also needed to achieve a consistent relationship between the top of the fence to the top of the piers. The wall foundation needs to be 1 ft. below finish grade so taller piers are required where finish grade is lower. All unit prices coincide proportionally with the total cost of the wall.

The elimination of the planting areas in the median lane of both 9 Mile and Coolidge Roads resulted in excess plants for the designated planting areas. Per the landscape architect, these plants needed to be spread out over a larger area. The city requested additional planting beds behind the landscape walls to accommodate the surplus plants. The unit price was negotiated and deemed reasonable when compared to the cost per prepared bed-area, using the as bid pricing per plant.

The land corner monuments at the intersection of 9 Mile and Coolidge Road and at Coolidge and Oak Park Blvd were inadvertently omitted from the plans. As a result, the furnishing and installing of the monument box at each location was not incorporated into the plans as a pay item. These had to be reset per the requirements of the RCOC. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with the construction of this item. A copy of the approved Land Corner Recordation Certificate was provided by the surveyor and has been placed in the project file.

Temporary markings were necessary due to temperature limitation for the permanent markings. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with construction of this item.

Post Hole Thru Concrete was inadvertently omitted from the plans, but necessary to install the signs correctly. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with construction of this item.

9 Mile and Coolidge had areas of sod damage due to pedestrian traffic shortly after being placed. When the sod was placed just before the 4th of July holiday and watered heavily, the City held their annual 4th of July parade where spectators watching the parade pushed, shoved and trampled the existing sod leaving holes and gaps. The contractor filled the holes with topsoil and seed and repaired areas of sod. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price was negotiated and deemed fair in this region and includes all costs associated with construction of this item.

This item was used to sod smaller areas after all of the initial sod had been installed. These areas were disturbed by either the trucks or cars leaving the roadway, creating wheel ruts in the sod or where swales were created from the sidewalk being lifted to relieve the drainage problem. Sod was used at the bottom of the swales in front of the homes where rain runoff may have washed seeding away. There was a similar restoration item on the original project bid identified as, "Surface Restoration, Sodding", but due to the large quantity of restoration and production sod work for that item the new work warranted a price adjustment. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price was negotiated and deemed fair in this region and includes all costs associated with construction of this item.

One thousand gallons of water was used to water the sod placed outside the streetscape areas. This change was discussed with the local government engineer at the MDOT Oakland TSC; this unit price was negotiated and deemed fair in this region and includes all costs associated with construction of this item.

The traffic signal installation at the 9 Mile and Coolidge intersection was designed around the 2006 RCOG specification which did not include grounding wire with the signal installation. Therefore, since all signal components need to be grounded, the contractor was entitled to reimbursement. This unit price is comparable with average unit prices on similar projects in the region and includes all costs associated with the construction of this item.

To achieve proper drainage of the sidewalk, the elevation of the existing sidewalk needed to be raised and existing sidewalk replaced. This item is 100% City of Oak Park. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with construction of this item.

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 May 19, 2009.

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

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

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

Funding Source: FHWA, 63.39%; City of Oak Park, 36.61%, 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: 48237.

144. **Extra 2009 - 57**

Control Section/Job Number: 82191-55663 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By:
Engineer's Estimate:

URS Surface Transportation

\$59,685,872.76

WITHDRAWN

Description of Project:

10.06 mi of freeway reconstruction including pavement and shoulder removal and replacement, ramps, storm sewer reconstruction, sign and pavement marking upgrades, bridge approach work and reconstruction of 5 bridges, and concrete repair on northbound and southbound I-75 from I-275 to Gibraltar Road in the village of South Rockwood, cities of Rockwood and Flat Rock, Wayne and Monroe Counties. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	April 15, 2008	
Contract Date:	May 22, 2008	
Original Contract Amount:	\$52,782,820.14	
Total of Overruns/Changes (Approved to Date):	148,176.66	+ 0.28%
Total of Extras/Adjustments (Approved to Date):	426,803.60	+ 0.81%
Total of Negative Adjustments (Approved to Date):	(5,486.00)	- 0.01%
THIS REQUEST	<u>130,087.74</u>	<u>+ 0.25%</u>
Revised Total	<u>\$53,482,402.14</u>	+ 1.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.08% over the original budget for an **Authorized to Date Amount** of \$53,352,314.40.

Approval of this extra will place the authorized status of the contract 1.33% or \$699,582.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-160	4	\$253,697.00	11/05/08

Contract Modification Number(s): 8

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

CM 8 (55663A)		
Pavt for Butt Joints, Rem	1,500.000 Syd @ \$8.90/Syd	\$13,350.00
Pavt Joint and Crack Repr, Det 7	12,353.200 Ft @ \$9.45/Ft	<u>116,737.74</u>
Total		<u>\$130,087.74</u>

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

CM 8

The original plans called for full depth repair of joints (Detail 8); however, after removing the bituminous surface from the existing concrete pavement it was found that only surface repair was needed (Detail 7) and Cold Milling Concrete Surface would be required. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction. Costs for these extra items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

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 May 19, 2009.

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

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

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

Funding Source:

100034A: FHWA, 90.00%; State Restricted Trunkline, 10.00%;

55663A: FHWA, 90.00%; State Restricted Trunkline, 10.00%;

59585A: FHWA, 80.00%; State Restricted Trunkline, 20.00%;

79767A: FHWA, 90.00%; State Restricted Trunkline, 10.00%;

88074A: FHWA, 80.00%; State Restricted Trunkline, 20.00%;

88868A: FHWA, 80.00% (Transportation Enhancement Funds); State Restricted Trunkline, 11.82%;
City of Rockwood, 8.18%.

89498A: FHWA: 90.00%; State Restricted Trunkline, 10.00%, unless otherwise noted.

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

Risk Assessment: 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: 48179.

145. **Extra 2009 - 58**

Control Section/Job Number: 11053-88058 Local Agency Project
 State Administrative Board - This project exceeds the 6% limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Northern Construction Services, Corp.
 P. O. Box 1299
 Niles, MI 49120

Designed By:
 Engineer's Estimate:

Abonmarche Consultants, Inc.
 \$2,145,716.00
WITHDRAWN

Description of Project:

0.42 mi of hot mix asphalt bike lane construction, street light system upgrades, irrigation system, streetscaping, hot mix asphalt roadway reconstruction, water main improvements, sanitary sewer improvements and minor drainage improvements on Territorial Road from Second Street to Water Street and from Fourth Street to Water Street, on Water Street from I-94BL (Main Street) to Fifth Street, and on Fifth Street from I-94BL (Main Street) to Water Street, in the city of Benton Harbor, Berrien County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 7, 2007	
Original Contract Amount:	\$2,159,087.39	
Total of Overruns/Changes (Approved to Date):	(2,770.16)	- 0.13%
Total of Extras/Adjustments (Approved to Date):	111,432.67	+ 5.16%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>35,864.30</u>	<u>+ 1.66%</u>
Revised Total	<u>\$2,303,614.20</u>	+ 6.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.03% over the original budget for an **Authorized to Date Amount** of \$2,267,749.90.

Approval of this extra will place the authorized status of the contract 6.69% or \$144,526.81 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7, 8

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

CM 7 (88357A)

PL – Aggregate Base	30.000 Cyd @ \$25.00/Cyd	\$750.00
PL – Concrete Parking Bumpers	8.000 Ea @ \$150/Ea	1,200.00
PL – Curb and Gutter	65.000 Ft @ \$31.65/Ft	2,057.25
PL – Driveway Opening, Concrete, 6 inch	23.000 Syd @ \$62.60/Syd	1,439.80
PL – HMA, 4C	90.000 Ton @ \$88.67/Ton	7,980.30
PL – Machine Grading, Modified	1.000 LS @ \$2,325.00/LS	2,325.00
PL – Mobilization, Max	1.000 LS @ \$1,950.00/LS	1,950.00
PL – Pavt Rem, Modified	6.000 Syd @ \$35.00/Syd	210.00
PL – Saw Cut and Remove Curb	93.000 Ft @ \$10.00/Ft	930.00
PL – Seal Coat	3,460.000 Syd @ \$1.40/Syd	4,844.00
PL – Site Restoration	1.000 LS @ \$300.00/LS	300.00
PL – Pavt Mrkg, Waterborne, 4 inch, White	2,176.000 Ft @ \$0.50/Ft	1,088.00
Total		<u>\$25,074.35</u>

CM 8 (88357A)

PL – Aggregate Base	10.000 Cyd @ \$25.00/Cyd	\$250.00
PL – Concrete Parking Bumpers	10.000 Ea @ \$150.00/Ea	1,500.00
PL – Driveway Opening, Concrete, 6 inch	27.210 Syd @ \$62.60/Syd	1,703.35
PL – HMA, 4C	55.110 Ton @ \$88.67/Ton	4,886.60
PL – Pavt Rem, Modified	70.000 Syd @ \$35.00/Syd	2,450.00
Total		<u>\$10,789.95</u>

Grand Total

\$35,864.30

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

CM 7 & CM 8

The two contract modifications in this extra item are due to the same issue on the project. The City of Benton Harbor requested that work be completed in the parking lots adjacent to the project. This work was not included in the plans but was requested by the city. The work included the following: removing, relocating and replacing driveways, re-striping the disturbed parking areas and installing parking bumpers, as well as paving some unpaved areas in the lots. The extra cost for all of the items on contract modification 7 and 8 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items completed by the city on other contracts. The extra costs on both contract modifications are funded 100 percent by the City of Benton Harbor.

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 Administrative Board on May 19, 2009.

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

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

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

Funding Source:

88058A: FHWA, 80%; City of Benton Harbor, 20%;

88357A: FHWA, 61.31%; State Restricted Trunkline, 15.33%; City of Benton Harbor, 23.36%, 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: 49023.

146. **Extra 2009 - 59**

Control Section/Job Number: 84917-100556 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: J. Ranck Electric, Inc.
1993 Gover Parkway
Mt. Pleasant, MI 48858

Designed By:
Engineer's Estimate:

MDOT
~~\$886,552.79~~
WITHDRAWN

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):	91,410.14	+ 11.34%
Total of Extras/Adjustments (Approved to Date):	38,380.58	+ 4.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>42,000.00</u>	<u>+ 5.21%</u>
Revised Total	<u>\$977,940.99</u>	+ 21.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.10% over the original budget for an **Authorized to Date Amount** of \$935,940.99.

Approval of this extra will place the authorized status of the contract 21.31% or \$171,790.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9

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

CM 9

Controller and Cabinet, Digital Type, Actuated	2.000 Ea @ \$1,600.00/Ea	\$3,200.00
Controller and Cabinet, Digital Type, Del	2.000 Ea @ \$17,400.00/Ea	34,800.00
Hh, Square	2.000 Ea @ \$2,000.00/Ea	<u>4,000.00</u>
Total		<u>\$42,000.00</u>

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

CM 9

This project is a Region wide, as-needed, traffic signal contract. There are no specific plans at bid time, only a list of miscellaneous bid item quantities. After a location is determined to need a signal, plans are prepared and submitted for construction. These items were not in the original contract.

The controller and cabinet items were established on contract modification number six. Originally, Lansing Traffic and Signals Unit requested that this type of cabinet be used at the Telegraph and Garner signal intersection. At this time, Lansing Signals Unit has also requested this type of cabinet be used at the M-59, Teggerdine and Fisk locations, requiring additional quantities. The price for these items was negotiated and compares favorably to average unit prices.

The square hand hole was originally established on contract modification number five. As the maintaining agency, the Road Commission for Oakland County requested a 2' x 2' x 3' Square hand hole be installed at the Telegraph and Garner signal location. This was requested because R.C.O.C. believes the hand hole that was shown on the plans (hh, round, 3' diameter) is 4' in depth and would require a crew with confined space training to enter it; they do not have a crew with confined space training. This added quantity is for the additional M-59, Teggerdine, and Fisk locations. The cost for the hand hole was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

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 May 19, 2009.

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

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

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

Funding Source: FHWA, 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.

147. **Extra 2009 - 60**

Control Section/Job Number: 19022-60136 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT
Engineer's Estimate: \$2,997,793.35

Description of Project:

WITHDRAWN

430 ft of hot mix asphalt cold milling and resurfacing on Grange Road and 2400 ft on interchange ramps, 800 ft of reconstructing Clark Road and realigning ramp, and superstructure replacement on I-96 over Grange Road, Clinton County. This project includes a 5 year materials and workmanship warranty.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	February 27, 2007	
Original Contract Amount:	\$2,919,238.09	
Total of Overruns/Changes (Approved to Date):	71,752.67	+ 2.46%
Total of Extras/Adjustments (Approved to Date):	234,009.39	+ 8.02%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>57,306.08</u>	<u>+ 1.96%</u>
Revised Total	<u>\$3,282,306.23</u>	+ 12.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.47% over the original budget for an **Authorized to Date Amount** of \$3,225,000.15.

Approval of this extra will place the authorized status of the contract 12.44% or \$363,068.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-125	2 r. 1	\$145,000.00	08/23/07
2007-158	3 r. 1, 4, 5	\$107,192.58	11/06/07

Contract Modification Number(s): 8

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

CM 8

60136A

Damaged Lights	51.000 Ea @ \$15.00/Ea	\$765.00
Grange Road Ramp Improvements		19,497.59
Guardrail, Backed, W	25.000 Ft @ \$40.00/Ft	1,000.00
Relocate Ditch Ramp B/Clark Rd		1,662.08
Relocate Material from Ramp B to Disposal Area		4,388.45
Sign Type I Fdn Removal	1.000 Ea @ \$615.70/Ea	615.70
Dr Structure, Tap, 4 inch	1.000 Ea @ \$225.00/Ea	225.00
Fdn, Column Breakaway, Rem	2.000 Ea @ \$981.93/Ea	1,963.86
Guardrail Anch, Bridge, Det T6	4.000 Ea @ \$1,350.00/Ea	5,400.00
Sewer, CI B, 18 inch, Tr Det B	10.000 Ft @ \$49.00/Ft	490.00
Substructure Conc Additional Depth	24.210 Cyd @ \$74.00/Cyd	1,791.54

83665A

Culv End Sect, Conc, 15 inch	2.000 Ea @ \$546.70/Ea	1,093.40
Culy, CI A, Conc, 15 inch	8.000 Ft @ \$45.12/Ft	360.96
Sewer Tap, 18 inch	1.000 Ea @ \$375.00/Ea	375.00
Sewer, CI B, 18 inch, Tr Det B	189.000 Ft @ \$49.00/Ft	9,261.00
Subgrade Undercutting, Type II	561.100 Cyd @ \$15.00/Cyd	8,416.50

Total

\$57,306.08

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

CM 8

Section 812.04 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. Lights on plastic drums are used to direct and control traffic in the work zone and are sometimes damaged by passing motorists. The extra, Damaged 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 for this project.

When it was determined to close I-96 and maintain all traffic on the ramps to Grange road it was decided that improvements to the ramps were needed to provide a smoother and safer ride for the traffic crossing Grange road. Prior to the improvements, traffic experienced a large bump while crossing Grange road. The contractor milled the butt joints and placed HMA at the Grange Road ramps eastbound and westbound. Shoulder gravel was placed on the eastbound median shoulder because the shoulder was too low. All costs for Grange Road Ramp Improvements were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work. All documentation is on file.

Guardrail backed with W-beam was placed along the east side of Grange Rd under I-96 for proper reinforcement of the guardrail where the post spacing needed to be increased to span the spillways. The extra cost for Guardrail, Backed, W was a negotiated unit price as per section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work.

The Contractor was directed to relocate the ditch on Ramp B/Clark Road due to incorrect layout. The extra cost for Relocate Ditch Ramp B/Clark Rd is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The original plan allowed for the closing of the WB off ramp while the new ramp was constructed. When it was determined to close I-96, the contractor was forced to temporarily store excavated material for the new ramp where it would need to be moved again. This was due to all WB traffic being maintained on the existing ramp and the contractor was restricted to not crossing the ramp until the bridge was complete and WB I-96 was back on mainline. The contractor was paid a double handling fee because the project needed to be constructed differently than how it was bid. All costs for Relocate Material from Ramp B to Disposal Area were based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction and are on file in the project office.

The Contractor was directed to remove the Type I Sign Foundation. This foundation removal was not set up originally. All costs for Sign Type I Fdn Removal were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

The Contractor was directed to install approximately 250 ft of 4 inch underdrain along Grange Road under I-96. Drainage Structure, Tap, 4" was needed to tie the new underdrain into the existing underdrain and the cost for this item was determined using existing contract unit prices. All costs were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and are reasonable when compared to similar work per the MDOT Average Unit Price Index.

The sign by Ramp B was originally planned to remain until after the new ramp was reconstructed and the alignment of the existing sign no longer worked with the new ramp. The contractor was directed to remove the foundation column breakaway by Ramp B and Clark Road. This work was necessary due to the relocation of the new sign structure. All costs for Sign Type I Fdn Removal were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

Guardrail Anchorage, Bridge, Det T6 were set up originally in the plans but this pay item was not set up correctly as a pay item in the schedule of pay items. There were 4 Guardrail Anchorage, Bridge, Det T6 installed at Grange Road and I-96. All costs for this item were negotiated per section 103.04 of the 2003 Standard Specifications for Construction and appear reasonable when compared to similar work performed.

The Contractor was placing storm sewer and culvert pipe at the Grange Rd and Clark Rd roadway areas. Due to drain needs and utility conflicts extras Sewer, CI B, 18, Tr Det B and Culvert, CI A, 15" Conc and Culv. End Section, Conc 15" and Sewer Tap 18" were not set up in the original contract. All costs were 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 Contractor was directed by the engineer to replace the sub-footings at four locations that had been removed from under the existing footings. The removal of the sub-footings was included in the pay item for "Structures, Rem Portions (S03-3 or S03-4 of 19022)". This extra is for the addition depth in concrete needed to reach the bottom of footing elevation specified in the plans. All costs for Substructure Conc Additional Depth were negotiated and appear reasonable for similar work performed.

Due to the poor condition of the soil, Subgrade Undercutting Type II was needed at Ramp B. This pay item was not set up originally. All costs were 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.

This Extra is recommended for approval by the State Administrative Board on May 19, 2009.

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

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

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

Funding Source:

60136A: FHWA, 90%; State Restricted Trunkline, 10%;

83665A: State Restricted Trunkline, 100%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48822.

OVERRUN

148. **Overrun 2009 - 15**

Control Section/Job Number: 50458-89320 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

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

Designed By: Local Agency
Engineer's Estimate: \$629,989.50

Description of Project:

1.14 mi of hot mix asphalt bicycle path, drainage work, and culverts on Romeo Plank Road from Clinton River Road north to Canal Road, Macomb County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 14, 2007	
Original Contract Amount:	\$401,414.39	
Total of Overruns/Changes (Approved to Date):	40,141.44	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	10,381.21	+ 2.59%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>6,882.00</u>	+ <u>1.71%</u>
Revised Total	<u>\$458,819.04</u>	+ 14.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.59% over the original budget for an **Authorized to Date Amount** of \$451,937.04.

Approval of this overrun will place the authorized status of the contract 14.30% or \$57,404.65 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:

Mulch Blanket	2,325.000 Syd @ \$2.96/Syd	<u>\$6,882.00</u>
Total		<u>\$6,882.00</u>

Reason(s) for Overrun(s):

The contract was set up to place mulch blanket only on the steep slopes. The engineer directed the contractor to place mulch blanket over the entire project, due to concerns with soil erosion. This caused the increase in the quantity of Mulch Blanket causing an overrun in the original item.

This work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on May 19, 2009.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%, unless otherwise noted.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48038.

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
May 11, 2009

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 13, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: May 19, 2009 - 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. ***EXECUTIVE - Construction Management Engineering Services**
Contract (2009-0467) between MDOT and Tri-Star Industries, Inc., will provide for as-needed construction management engineering services to be performed to support MDOT's Disadvantaged Business Enterprise (DBE) program. The goal of the DBE program is to ensure that firms owned and controlled by minorities, women, and other socially and economically disadvantaged persons have the opportunity to grow and become self-sufficient. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$300,000. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The consultant will assist MDOT in developing opportunities for DBE contractors.

Purpose\Business Case: To provide support services related to MDOT's DBE program. The goal of the DBE program is to ensure that firms owned and controlled by minorities, women, and other socially and economically disadvantaged persons have the opportunity to grow and become self-sufficient. The services will help prepare existing and potential DBE contractors to bid on MDOT and non-MDOT projects.

Benefit: Will support MDOT's goal of developing opportunities for DBE contractors.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved, MDOT will miss an important opportunity to improve the success of the DBE program.

Cost Reduction: Costs in professional services contracts are based on an actual cost 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: 48909.

2. *EXECUTIVE - Construction Management Engineering Services

Contract (2009-0468) between MDOT and Tri-Star Industries, Inc., will provide for as-needed construction management engineering services to be performed to support MDOT's capital construction program. The consultant will assist MDOT in coordinating work with the Michigan Infrastructure and Transportation Association (MITA), the Asphalt Paving Association of Michigan (APAM), the Michigan Concrete Paving Association (MCPA), the Michigan Aggregate Association (MAA), and the Michigan Road Preservation Association (MRPA). The work items include reviewing the constructability of select MDOT projects prior to those projects being let, reviewing construction plans and estimated quantities of work for accuracy, identifying any work items that are consistently incorrect, and reviewing assigned parts of the current Standard Specifications for Construction. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$100,000. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The consultant will help MDOT to improve the quality of its construction plans and to ensure that the plans can be built as designed.

Purpose\Business Case: The consultant will function as an extension of the MDOT Director's Executive Team by providing the necessary range of services required to support MDOT's capital construction program. The consultant will assist MDOT in coordinating work with MITA, APAM, MCPA, MAA, and MRPA. Additional coordination with other associations and individual contractors/suppliers may be required.

Benefit: Will support MDOT's goal of developing the organizational practices and procedures associated with delivering the capital construction program.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved, MDOT will miss an important opportunity to improve the delivery of the road and bridge construction program.

Cost Reduction: Costs in professional services contracts are based on an actual cost 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: 48909.

PRE APPROVALS

CONTRACTS

3. HIGHWAYS - IDS Engineering Services

Authorization (TBD) under Contract (TBD) between MDOT and TBD will provide for the performance of full construction engineering services for the rehabilitation of the US-24 business route (BR) from Woodward Avenue to Cesar Chavez Avenue, Oakland County (CS 63152 - JN 72403A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through TBD. The authorization amount will be \$268,543. The contract term is TBD through TBD. MDOT will provide post-award reporting to the State Administrative Board (SAB) on this authorization in accordance with SAB Resolution 2009-1, effective April 7, 2009. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

* Denotes a non-standard contract/amendment

Criticality: Proper construction engineering oversight is critical in order to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. This project is scheduled to begin early June 2009.

Purpose/Business Case: To provide for the performance of full construction engineering services for the rehabilitation of the US-24 BR from Woodward Avenue to Cesar Chavez Avenue, Oakland County.

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

Funding Source: 100% 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 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 based on an actual cost plus fixed fee basis not to exceed the maximum contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48342.

4. HIGHWAYS - IDS Engineering Services

Authorization (TBD) under Contract (TBD) between MDOT and TBD will provide for the performance of full construction engineering services for the rehabilitation of the US-24 business route (BR) from US-24 to M-1, Oakland County (CS 63152 - JN 72404A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through TBD. The authorization amount will be \$690,610. The contract term is TBD through TBD. MDOT will provide post-award reporting to the State Administrative Board (SAB) on this authorization in accordance with SAB Resolution 2009-1, effective April 7, 2009. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

Criticality: Proper construction engineering oversight is critical in order to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. This project is scheduled to begin in early June 2009.

Purpose/Business Case: To provide for the performance of full construction engineering services for the rehabilitation of the US-24 BR from US-24 to M-1, Oakland County.

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

Funding Source: 100% 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 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 based 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.

5. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2008-0216/A1) between MDOT and Motor City Electric Technologies, Inc., will provide for the performance of additional services (Phase 2), will increase the contract amount by \$6,999,942.65, and will extend the contract term by approximately seven months to provide sufficient time for the consultant to complete the additional services. Language in the original contract provides for the addition of the Phase 2 services and funding through an amendment. The additional services include the modernization and upgrade of system components necessary to provide an integrated, seamless communication path to the Michigan Intelligent Transportation System (MITS) Center and continued effective operation of the field devices. The original contract provides for design services to be performed for the replacement and integration of Intelligent Transportation System (ITS) infrastructure devices in the Metro Region. The revised contract term will be December 16, 2008, through December 31, 2015. The revised contract amount will be \$11,208,345.35. MDOT will provide post-award reporting to the State Administrative Board (SAB) on this amendment in accordance with SAB Resolution 2009-1, effective April 7, 2009. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

Criticality: Elements and devices installed and constructed for this project will serve as building blocks for future projects. The second phase of this project must be completed to ensure that the system will continue to be operable and that future projects will be successful.

Purpose/Business Case: To add the Phase 2 services and funding to provide for the modernization and upgrade of system components necessary to provide an integrated, seamless communication path to the MITS Center. The technologies will help to reduce traffic congestion and emissions and improve the flow of traffic.

Benefit: This project will provide MDOT with the most current and innovative technologies to reduce congestion and notify motorists of back-ups and incidents. Traffic flows will improve and emissions will be reduced.

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 contract is not approved and the project is not completed, MDOT will not have the most current technology with which to communicate with motorists about traffic congestion and incidents. An opportunity would be lost to improve traffic flow and reduce emissions, and the system would not meet the needs of motorists.

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

Selection: N/A for amendment; qualifications-based for original contract. Both phases of the project were included in the selection.

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 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
May 12, 2009

Kirk T. Steudle
Director

APPROVED

May 19, 2009

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 Transportation and Natural Resources
Committee was held at 11:00 a.m. on May 19, 2009. Those present
being:

Chairperson: Brian DeBano, representing Approved _____
Secretary of State Land

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

Member: Patrick F. Isom, representing Approved _____
Attorney General Cox

Others: Andrea Post, Department of Education; Sherry Bond, Cindy Collins,
Linda Feldpausch, Elise Lancaster, Janet Rouse, Department of
Management and Budget; Mike Blackledge, Amy Meldrum, Wayne Roe,
Jr., Department of Transportation; John Walter, Michigan
Strategic Fund

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation special agenda was presented.

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

Mr. DeBano adjourned the meeting.

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

Purpose/Business: The Ambassador Bridge/Gateway Project will address long term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge, I-75 and I-96. The project also will accommodate traffic for a potential future second span of the Ambassador Bridge, and access to a proposed Mexicantown International Welcome Center and Mercado on the U.S. side. The Ambassador Bridge is the busiest border crossing in North America. Trade over this facility is increasingly important to Michigan's and the nation's economy.

Construction is on-going as part of the Ambassador Bridge Gateway Project (Contract #4) that began in June 2007. Construction on this \$170 million contract for the project is now 70% complete and includes reconstruction of the mainline I-75/I-96 freeway, related ramp and bridge connections to the Ambassador Bridge Plaza, and the Cable-stayed Bagley Pedestrian Bridge. Closure of I-75 to through traffic began in February 2008, and is expected to re-open by December 2009.

This contract (contract #5) is for concrete work at east and west side approaches including all concrete flatwork, apron lighting, and miscellaneous work on the Bagley Pedestrian Bridge over I-75 connecting east and west Mexicantown.

Benefit: Mexicantown has been divided since 1970 when the Clark Street to 12th Street (now Rosa Parks Boulevard) section of I-75 was completed. To help connect East and West Mexican town, MDOT is constructing a cable-stayed pedestrian bridge. It will span I-75 at Bagley Street and give residents and visitors alike, a safe crossing. It will also enhance access to the new Detroit Mexicantown International Welcome Center and Mercado and businesses throughout the southwest Detroit community.

This contract will complete the concrete work at east and west side approaches to the Bagley Pedestrian Bridge.

Funding Source:

84780A

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

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

Risk Assessment: The relationships with the numerous federal, state and local agencies, the surrounding Metro area communities, businesses, Mexicantown and SEMCOG may be compromised. They are anticipating the completion of this project as announced.

Cost Reduction: With the construction of all components associated with the Ambassador Bridge/Gateway Project, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs, improved traffic operations and safer trunkline access. Completion of the cable-stayed pedestrian bridge work will allow residents and visitors alike, a safe crossing over I-75.

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

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

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

Funding Source:

103948A

Genesee County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48420.

3. LETTING OF MAY 15, 2009
 PROPOSAL 0905603 \$ ENG. EST. 206,406.00 \$ LOW BID 162,958.00
 PROJECT STH 44609-105024
 LOCAL AGRMT. 09-5138 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 11, 2009 -21.05 %

0.17 mi of hot mix asphalt resurfacing, concrete box culvert replacement, and guardrail installation on Blacks Corners Road from Fourth Street northerly to Attica Road in the city of Imlay City, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Novak Construction	\$ 162,958.00	Same	1 **
DiPonio Contracting, Inc.	\$ 173,260.95	Same	2
Zito Construction	\$ 177,856.00	Same	3
Marlette Excavating Company	\$ 178,513.60	Same	4
CRS/Shaw Contracting Co.	\$ 178,561.20	Same	5
Service Construction, L.L.C.	\$ 181,935.40	Same	6
V.I.L. Construction, Inc.	\$ 184,788.50	Same	7
Dean Holmes Excavating, Ltd.	\$ 187,233.55	Same	8
L.J. Construction, Inc.	\$ 187,308.75	Same	9
Dan's Excavating, Inc.	\$ 190,857.54	Same	10
Davis Construction, Inc.	\$ 191,010.25	Same	11
John Carlo, Inc.	\$ 192,291.00	Same	12
Geiersbach Construction, Inc.	\$ 193,873.25	Same	13
Adamo Group Inc.	\$ 195,361.30	Same	14
Raymond Excavating Company	\$ 204,336.10	Same	15
Rohde Bros. Excavating, Inc.	\$ 204,420.00	Same	16
Pro-Line Asphalt Paving Corp.	\$ 205,914.39	Same	17
J.J. Barney Construction, Inc.	\$ 216,455.33	Same	18
Total Asphalt Paving, Inc.			
Saginaw Asphalt Paving Company			
ABC Paving Company			
Florence Cement Company			
Heystek Contracting, Inc.			
Ace Asphalt & Paving Co. Inc.			
Astec Asphalt, Inc.			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			
Perrin Construction Co., Inc.			

18 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

105024A

Federal Highway Administration Funds	80.00 %
City of Imlay City	20.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48444.

PRE APPROVALS

BID LETTING

STATE PROJECTS

4. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906082 \$ 1,014,187.65
PROJECT AR1 73062-105624
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - 60 working days

Bridge railing, expansion joint replacements, and bridge deck repair on M-46 over the Tittabawassee River and east overflow, Saginaw County.

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

5.000 % DBE participation required

5. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906084 \$ 3,566,760.02
PROJECT AR1 47014-105648
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 10, 2009

8.31 mi of hot mix asphalt cold milling and single course overlay on US-23 from the CSX railroad to M-59, Livingston County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

5.00 % DBE participation required

6. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906085 \$ 3,046,468.39
PROJECT AR1 61131-77964
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - JUNE 01, 2012

1.95 mi of hot mix asphalt resurfacing and reconstruction, roundabout intersection construction, curb and gutter, drainage improvements, permanent pavement markings, and signing on M-46 east and west of the M-46/M-37 intersection, on Newaygo Road south of the M-46/M-37 intersection and on M-37 from the M-37/M-46 intersection northerly to south of Moon Road, Muskegon County. This project includes a 5 year materials and workmanship pavement warranty.

10. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906089 \$ 897,176.29
PROJECT AR1 82053-105831
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 01, 2009

0.92 mi of concrete patching and hot mix asphalt overlay, joint repairs, drainage structure adjustments, and pavement markings on US-24 southbound (Telegraph Road) from Joy Road to Plymouth Road, Wayne County. This project includes a 5 year materials and workmanship pavement warranty.

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

5.00 % DBE participation required

11. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906090 \$ 643,556.17
PROJECT MG 13014-103192, ETC
LOCAL AGRMT. 09-5100
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 25, 2009

3.37 mi of microsurfacing, sidewalk, and pedestrian signal work on M-199 (Austin Avenue) from I-94BL (Eaton Street) northwesterly to 27 Mile Road, on M-96 (Helmer Road) from M-96 (Columbia Avenue) northerly to I-94BL (Dickman Road), gapping out I-94BL (Dickman Road) then northerly on M-37 (Bedford Road), and on I-94BL (Michigan Avenue) from Porter Street easterly to Raymond Road in the cities of Albion, Battle Creek, and Springfield, Calhoun County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

12. LETTING OF JUNE 05, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906091 \$ 578,777.26
PROJECT AR1 54024-105514
LOCAL AGRMT.
START DATE - SEPTEMBER 08, 2009
COMPLETION DATE - SEPTEMBER 25, 2009

3.53 mi of hot mix asphalt cold milling, overlay, and resurfacing on US-131BR (19 Mile Road) from US-131 easterly to Northland Drive including all four ramps of the US-131 interchange, Mecosta County. This project includes two 3 year pavement performance warranties.

A 2009 highway preventive maintenance project.

EXTRAS

16. **Extra 2009 - 52**

Control Section/Job Number: 23555-59632 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Burkett Excavating
3411 Ionia Road
Bellevue, MI 49021

Designed By: Local Agency
Engineer's Estimate: \$975,939.00

Description of Project:

1.20 mi of hot mix asphalt pavement removal, earthwork, hot mix asphalt pavement, and drainage improvements on Canal Road from Vermontville Highway to Bridge Road, Eaton County.

Administrative Board Approval Date:	May 6, 2008	
Contract Date:	May 7, 2008	
Original Contract Amount:	\$899,787.83	
Total of Overruns/Changes (Approved to Date):	32,599.83	+ 3.62%
Total of Extras/Adjustments (Approved to Date):	9,139.00	+ 1.02%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>66,138.31</u>	<u>+ 7.35%</u>
Revised Total	<u>\$1,007,664.97</u>	+ 11.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.64% over the original budget for an **Authorized to Date Amount** of \$941,526.66.

Approval of this extra will place the authorized status of the contract 11.99% or \$107,877.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 3, 5 r. 2

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

CM 4		
Subgrade Manipulation, Drying Clay	1.000 LS @ \$8,200.00/LS	\$8,200.00
Embankment, CIP Asphalt Removal	5,360.000 Cyd @ \$7.50/Cyd	40,200.00
Geotextile, Stabilization Driveway at 5019 N. Canal Rd.	141.700 Syd @ \$4.24/Syd	\$600.81
Total		<u>\$49,000.81</u>

CM 5		
Embankment, LM Driveway 5019 N. Canal Rd	2,285.000 Cyd @ \$7.50/Cyd	\$17,137.50
Total		<u>\$17,137.50</u>

Grand Total		<u>\$66,138.31</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 4

The subgrade had a high moisture content and was deflecting and rutting. Reports from Soil and Materials Engineers, Inc. (SME) confirm these observations. The subgrade in this area had to be disked and dried over several days to reduce the moisture and allow it to compact and minimize the yielding of the soils. This was not anticipated during design, therefore no pay item was set up on this project. The cost for Subgrade Manipulation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Removal of the existing asphalt surface was not accounted for when calculating cut and fill quantities. As a result, more fill and less cut was needed for this project. The cost for Embankment, CIP Asphalt Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Due to the change in road grade, the driveway had to be relocated. The subgrade where the driveway fill was placed settled and created some shifting of the fill. The geotextile was placed to stabilize the base for the sand, gravel, and asphalt. The cost for Geotextile, Stabilization Driveway was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

CM 5

Embankment was placed for the relocation of a driveway. Due to the house in foreclosure, an easement for construction of the driveway could not be obtained until after the project had been let. The original design showed guardrail at this location and the additional embankment cost is offset somewhat by the removal of the guardrail items listed on contract modification #4. The cost of Embankment, LM Driveway was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

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 May 19, 2009.

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

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48821.

17. **Extra 2009 - 53**

Control Section/Job Number: 41131-56887 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, MI 48328

Designed By: MDOT
Engineer's Estimate: \$11,158,342.22

Description of Project:

2.16 mi of concrete road widening, ramps, curb and gutter, joint repairs, storm sewer, culvert work and guardrail upgrades on US-131/I-296 from Pearl Street north to North Park Street and joint replacement and deck patching on 6 structures on US-131 northbound from Ann Street to North Park Street in the cities of Grand Rapids and Walker, Kent County. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	December 14, 2006	
Original Contract Amount:	\$11,684,819.49	
Total of Overruns/Changes (Approved to Date):	478,766.90	+ 4.10%
Total of Extras/Adjustments (Approved to Date):	558,211.78	+ 4.78%
Total of Negative Adjustments (Approved to Date):	(109,063.52)	- 0.93%
THIS REQUEST	<u>267,691.96</u>	<u>+ 2.29%</u>
Revised Total	<u>\$12,880,426.61</u>	+ 10.24%

Offset Information

Total Offsets This Request	(\$298,065.94)	- 2.55%
Net Revised Request	(\$30,373.98)	- 0.26%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.94% over the original budget for an **Authorized to Date Amount** of \$12,612,734.65.

Approval of this extra will place the authorized status of the contract 10.23% or \$1,195,607.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-058	17	\$324,570.10	04/01/08

Contract Modification Number(s): 1

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

CM 1 (56887A)

Fdn, Truss, Type C	4.000 Ea @ \$20,300.00/Ea	\$81,200.00
Sign, Type B, Temp, Prismatic, Furn and Operated, Special	1.000 Sft @ \$57,589.96/Sft	57,789.96
Truss, Type C, 90 foot	2.000 Ea @ \$64,351.00/Ea	128,702.00
Total		<u>\$267,691.96</u>

CM 1 Offset Information (56887A)

Fdn, Truss Sign Structure Type E, 42" Dia Uncased	-144.000 Ft @ \$954.05/Ft	(\$137,383.20)
Truss, Type E	-2.000 Ea @ \$80,341.37/Ea	(160,682.74)
Total		(\$298,065.94)

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

CM 1

It is requested to add the new items of work for Type C Truss Signs as tabulated above. The deletion of the listed Type E Truss items completely offsets the Type C Truss items. A temporary sign was added on the truss sign on northbound US-131 at Leonard Street as detailed in Work Order # 7. The signing subcontractor, Midwest Bridge Company, requested changing Type E trusses and foundation items for the overhead signs to Type C trusses and foundations. The Type E trusses are new to the State of Michigan and the 6" tube steel that makes up the trusses is not readily available in the State of Michigan. The installation for Type E trusses, on previous Michigan projects, have led to long lead times for fabrication and delivery and have significantly delayed sign installation. By using the Type C Trusses, the trusses can be fabricated, delivered and erected within the project time frames. This was discussed with the Supervising Engineer, MDOT-Lansing Traffic and Safety Reflective Systems Design.

The prices for the truss C items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and are reasonable when compared with average unit prices. The cost includes a 1.5% prime contractor markup. The prime contractor disputed this markup and requested a 5% prime contractor markup as per Section 109.07.G of the 2003 Standard Specifications for Construction. However, the 5% markup only applies to force account work while the extra cost was a negotiated price. Given the high dollar amounts and the small effort of work the prime contractor had to spend on this issue, it was decided not to provide a 5% markup.

The type B prismatic sign was needed to provide a temporary lane assignment indicator on northbound US-131 on the truss sign just south of Leonard Street. The need for the sign was based on observed traffic patterns at the south temporary median crossover on northbound US-131 near Ann Street. The cost for this item was negotiated and is comparable to similar items in this contract.

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 May 19, 2009.

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

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

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

Funding Source

56887A: FHWA, 81.85%, State Restricted Trunkline, 17.79%, City of Grand Rapids, 0.36%;

79076A: FHWA, 90.00%, State Restricted Trunkline, 10.00%;

79077A: FHWA, 90.00%, State Restricted Trunkline, 10.00%;

83449A: FHWA, 100%;

87036A: 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: 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: 49504.

18. **Extra 2009 - 54**

Control Section/Job Number: 41131-79462 MDOT Project
 State Administrative Board - This project exceeds the 6% limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Six-S, Inc.
 2210 Scott Lake Road
 Waterford, MI 48328
 Designed By: MDOT
 Engineer's Estimate: \$4,707,202.97

Description of Project:

2.91 mi of pavement repairs, median barrier repairs and light standard foundations on US-131 from M-11 to Wealthy Street in the cities of Wyoming and Grand Rapids, Kent County.

Administrative Board Approval Date:	July 15, 2008	
Contract Date:	August 1, 2008	
Original Contract Amount:	\$4,644,907.42	
Total of Overruns/Changes (Approved to Date):	(347,456.82)	- 7.48%
Total of Extras/Adjustments (Approved to Date):	288,651.90	+ 6.21%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>34,473.04</u>	<u>+ 0.74%</u>
Revised Total	<u>\$4,620,575.54</u>	- 0.53%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.27% under the original budget for an **Authorized to Date Amount** of \$4,586,102.50.

Approval of this extra will place the authorized status of the contract 0.53% or \$24,331.88 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-174	3	\$162,772.50	11/18/08

Contract Modification Number(s): 9, 11, 13 r.1, 14 r.1, 16

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

CM 9 (87456A)		
Conduit, Schedule 80 PVC, 3" Structure	430.000 Ft @ \$21.000/Ft	<u>\$9,030.00</u>
Total		<u>\$9,030.00</u>

CM 11**(79462A)**

Serv Disconnect	1.000 Ea @ 1,067.85/Ea	\$1,067.85
	(87456A)	
Slope Restoration, Type B	40.000 Syd @ \$5.25/Syd	210.00
Conduit, Schedule 80 PVC, 3", Structure Expansion		
Couplings in R04 Median Bridge Barrier	2.500 Ft @ \$451.08/Ft	1,127.70
Mobilization, Max for Electrical Service at		
Franklin Interchange @ US-131	1.000 LS @ \$840.00/LS	840.00
Wood Pole, Cl 4, 40 foot	1.000 Ea @ \$1,260.00/Ea	1,260.00
Wood Pole, Fit Up, Metered Sec Elec Serv	1.000 Ea @ \$1,900.50/Ea	<u>1,900.50</u>
Total		<u>\$6,406.05</u>

CM 13 (87456A)

Band, Sign	56.000 Ea @ \$47.25/Ea	\$2,646.00
Sign, Type III, Erect, Salv	27.000 Ea @ \$68.25/Ea	1,842.75
Sign, Type III, Rem	27.000 Ea @ \$31.50/Ea	<u>850.50</u>
Total		<u>\$5,339.25</u>

CM 14 (79462A)

Pavt Repr, Nonreif, 10 inch Special	8.300 Syd @ \$71.36/Syd	<u>\$592.29</u>
Total		<u>\$592.29</u>

CM 16 (87456A)

Heat Straightening Anchor Bolts		\$1,730.89
Rem, Light Anchor Assembly	48.000 Ea @ \$236.97/Ea	<u>11,374.56</u>
Total		<u>\$13,105.45</u>

Grand Total**\$34,473.04****Reason(s) for Extra(s)/Adjustment(s):****CM 9**

New conduit was required to replace the damaged conduit in the median barrier on southbound R04 of control section 41131. The plans indicated using the existing conduit in the bridge barrier. During the removal of wire from the existing conduit it was found to be broken in several places and unusable. Therefore, new conduit was placed on the median brush block on the back side of the barrier. The price for Conduit, Schedule 80 PVC, 3" Structure - was negotiated and is considered reasonable compared to average unit pricing. Supporting documentation is in the project files.

CM 11

Slope Restoration, Type B was originally established on Contract Modification # 4 as an estimated amount and is now balanced to final field measured quantity. This item was added to pay for slope restoration for the directional bore pits and trenching areas associated with the electrical work. There were no pay items provided in the plans for this work. The price for this item was negotiated and is considered reasonable for the scope of work. The price includes topsoil as required for the multiple small locations.

Conduit was damaged by MDOT bridge crews during bridge joint repair work and had to be replaced in the median bridge barrier at two expansion joint locations on southbound US-131 at R04 of 41131. The work includes hand chipping around existing 3" conduit, replacing pavement on each end of the bridge barrier, traffic control, removing or replacing existing wire and splicing as needed. The unit price was negotiated and is considered reasonable for the scope of work.

Consumers Energy was on site the week of December 15, 2008, to switch power connections from the old lighting control panels to the new control panels. During the switch-over, all power was cut to the existing transformer cabinet at the Franklin Street interchange and US-131. Upon review by the City of Grand Rapids lighting crews, it was determined that the power source for ITS cabinet 102 was passing through the transformer cabinet which is shown to be removed on the project plans. The routing of power through the enclosure did not match the original intent of the ITS plans (MDOT.IN 44906A). It was determined to provide a separate power feed for cabinet 102, as detailed in Work Order #4 and to match the intent of the original ITS plans. This was discussed with the City of Grand Rapids Electrical Supervisor and maintaining agency for MDOT lighting.

All new pay items for the power feed were negotiated and considered reasonable for the scope of work. These items are as follows: Mobilization, Max for Electrical Service at Franklin Interchange @ US-131; Serv Disconnect; Wood Pole, Cl 4; Wood Pole, Fit Up, Metered Sec Elec Serv. Supporting documentation can be found in the project files.

CM 13

All the old light poles were removed from the existing median concrete barrier foundations. These lights were replaced with new lights and poles on new concrete median barrier foundations. Extra Sign, Type III, Rem is for the removal of the signs that were on the old light poles that were taken down. Extra Sign, Type III, Erect, Salv is for the installation of the signs that were removed from the old light poles and reinstalled on the new light poles using sign bands. Band Sign, Sign, Type III, Erect, Salv and Sign, Type III, Rem, were missed on the plans and the extra cost for these items are negotiated unit prices as per section 103.04 of the 2003 Standard Specifications for Construction and are reasonable when compared to work of similar scope.

CM 14

This item was established on contract modification number three as an estimated amount and is now balanced to final field measured quantity. This item includes furnishing, placing, finishing, texturing, and curing the concrete; furnishing any additional concrete required to correct low base conditions; sawing, cleaning, and preparing the transverse and longitudinal joint reservoir and relief cuts; and furnishing and installing joint sealant. The unit price was negotiated and is considered reasonable as compared to previous projects for this type of work. A detailed contractor's estimate is available in the project files.

CM 16

This pays for heat straightening new anchor bolts for new light standards. According to the project plans, the contractor was to utilize the existing light foundations in the barrier at various locations throughout the project. These locations included 3 lights in the median barrier of US-131 over Plaster Creek (R02 of 41 131), 7 lights at the Franklin Street exit and entrance ramps at northbound US-131 and 4 lights at the Wealthy Street interchange with US-131. The contractor removed the old lights and anchor bolts and installed the new anchor bolts. It was then observed the new anchor bolts were not straight and would not fit the new light standards. This condition was due to the orientation of the existing couplers cast into the top of the concrete barrier. By heat straightening the new anchor bolts, the contractor was able to install the 3 new lights at R02 of control section 41131. The new lights would still not fit the anchor bolts at the Franklin and Wealthy Street interchanges. An anchor bolt adaptor plate will be designed for the light locations at Franklin and Wealthy Streets. The cost for Heat Straightening is based on Force Account records. Supporting documentation is available in the project files.

Removal of the light anchor assembly consisted of removing and sealing existing anchor bolt assemblies and conduit at the old light locations on the median concrete barrier. This work was not included in the removal of the old lights. The price for Rem, Light Anchor Assembly is based on force account type records, negotiated with the contractor. Work for each location included flame cutting all four anchor bolts below the surface of the concrete barrier, applying spray galvanization, grouting the top of the anchor bolts and sealing and grouting the existing conduit. Supporting documentation is available 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.

These Extras were recommended for approval by the State Administrative Board on May 19, 2009.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source:

79462A: FHWA, 81.85%; State Restricted Trunkline, 18.15%;

87456A: 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: 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: 49507.

19. **Extra 2009 - 55**

Control Section/Job Number: 63081-51492 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: HNTB, Inc.
Engineer's Estimate: \$54,369,193.18

Description of Project:

5.00 mi of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials, workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	2,031,176.46	+ 3.86%
Total of Extras/Adjustments (Approved to Date):	4,381,540.68	+ 8.34%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,517.40</u>	<u>+ 0.01%</u>
Revised Total	<u>\$58,980,472.27</u>	+ 12.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.20% over the original budget for an **Authorized to Date Amount** of \$58,974,954.87.

Approval of this extra will place the authorized status of the contract 12.21% or \$6,418,234.54 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-99	5, 7 r. 1	\$609,881.30	08/07/07
2007-133	18	\$170,000.00	09/18/07
2007-150	15	\$403,888.76	10/02/07
2007-152	14 r. 1	\$472,454.00	10/16/07
2007-159	29	\$190,000.00	11/06/07
2008-060	46 r. 2	\$110,239.79	04/15/08
2008-081	43	\$339,477.16	06/03/08
2008-117	53 r. 1	\$9,733.71	08/19/08
2008-155	49 r. 2, 50 r. 2, 52 r. 1	\$557,587.69	10/07/08
2009-001	55	\$109,569.63	01/20/09
2009-028	56	\$187,703.72	02/17/09

Contract Modification Number(s): 59

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

CM 59

51492A

Investigate Lighting Outages \$5,136.70

72402A

Pavt Mrkg, Spray Thermopl, 4 inch White 340.000 Ft @ \$0.47/Ft 159.80
 Pavt Mrkg, Spray Thermopl, 4 inch Yellow 470.000 Ft @ \$0.47/Ft 220.90

Total **\$5,517.40**

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

CM 59

Per work order #55, the contractor was directed to investigate the lighting outages and replace the ballasts and lamps with the specified product. This cost is for materials only. The contractor is responsible for all associated costs with no allowance or additional mark up. Because of some miscommunication between the contractor and the power company the voltage supplied was too high (277v rather than 240v) which over time caused some of the lights and ballast to burn out prematurely. They lasted for about a year. The contractor didn't recognize the slight over voltage. Since MDOT did get some use from the lamps and ballast it was agreed to pay for all new lamps and ballast and for the contractor to supply all the labor to replace them.

P.K. Contracting was directed to use thermoplastic spray as part of the permanent pavement marking for the area from Lahser Road to the Southfield Freeway. The costs were negotiated with the contractor, and are deemed reasonable compared to similar work on other projects.

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 May 19, 2009.

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

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

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

Funding Source:

51492A: FHWA, 80.00 %; State Restricted Trunkline, 18.71 %; City of Detroit, 0.22 %; City of Southfield, 1.07 %;

60336A: FHWA, 81.85 %, City of Southfield, 1.97 %, State Restricted Trunkline, 16.18 %;

72402A: FHWA, 81.85 %; City of Southfield, 2.03 %; State Restricted Trunkline, 16.12 %;

75229A: FHWA, 81.78 %; City of Detroit, 0.60 %; City of Southfield, 1.51%, 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: 48075.

20. **Extra 2009 - 56**

Control Section/Job Number: 63171-87270 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Florence Cement Company
12798 23 Mile Road
Shelby Twp., MI 48315

Designed By: Grissim Metz Andriess Associates
Mansell Associates Inc.
Orchard, Hiltz and McCliment, Inc.

Engineer's Estimate: \$5,243,612.60

Description of Project:

1.70 mi of mill and concrete overlay with integral curb and gutter, storm sewer, parking lot reconstruction, watermain replacement, landscape, sidewalk enhancements, permanent signing and pavement markings on Coolidge Highway from 8 Mile Road to 10 Mile Road and 0.35 mi of median planting islands, decorative walls, sidewalk, trees, bushes, flowers, street lighting and city signs on 9 Mile Road from west of Coolidge Highway to east of Coolidge Highway in the city of Oak Park, Oakland County.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	May 10, 2007	
Original Contract Amount:	\$4,795,710.46	
Total of Overruns/Changes (Approved to Date):	(780,522.25)	- 16.28%
Total of Extras/Adjustments (Approved to Date):	277,276.59	+ 5.78%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>60,476.57</u>	<u>+ 1.26%</u>
Revised Total	<u>\$4,352,941.37</u>	- 9.23%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.49% under the original budget for an **Authorized to Date Amount** of \$4,292,464.80.

Approval of this extra will place the authorized status of the contract 9.23% or \$442,769.09 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-038	2	\$287,525.23	03/04/08

Contract Modification Number(s): 4

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

CM 2

3" Topsoil and Hydro Seed	2,066.000 Syd @ \$4.25/Syd	\$8,780.50
Additional Block Course 30 x 30 Pier	2.000 Ea @ \$106.05/Ea	212.10
Additional Block Course for Landscape Wall	68.600 Ft @ \$21.21/Ft	1,455.01
Additional Course 20 x 20 Pier	19.000 Ea @ \$62.62/Ea	1,189.78
Additional Planting Bed	1.000 LS @ \$4,121.25/LS	4,121.25
Monument Box, Furnish and Install	2.000 Ea @ \$663.93/Ea	1,327.86
Pavt Mrkg, Regular Dry, 24 inch, Stop Bar	298.000 Ft @ \$4.03/Ft	1,200.94
Pavt Mrkg, Regular Dry, Lt Turn Arrow	5.000 Ea @ \$42.40/Ea	212.00
Pavt Mrkg, Regular Dry, Only	7.000 Ea @ \$47.70/Ea	333.90
Pavt Mrkg, Regular Dry, Rt Turn Arrow	2.000 Ea @ \$42.40/Ea	84.80
Pavt Mrkg, Regular Dry, School	4.000 Ea @ \$53.00/Ea	212.00
Post Hole Thru Concrete	4.000 Ea @ \$132.56/Ea	530.24
Repair 9 Mile and Coolidge Sod Damage	1.000 LS @ \$2,650.00/LS	2,650.00
Topsoil and Sod Ditch	1,145.000 Syd @ \$6.10/Syd	6,984.50
Watering 1,000 Gal. Units	15.000 Unit @ \$90.15/Unit	1,352.25
Cable, Equipment Grounding Wire 1/C #6	485.000 Ft @ \$0.585/Ft	283.73
Pavt Mrkg, Waterbor, Ar, Prk, Lot, 4", White	269.000 Ft @ \$0.69/Ft	185.61
Sidewalk, Conc, 4 inch	4,305.000 Sft @ \$6.82/Sft	<u>29,360.10</u>
Total		<u>\$60,476.57</u>

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

CM 2

The 3" Topsoil and Hydro Seed were added to the project to restore areas outside of the main streetscape area where city sidewalk had to be removed and replaced due to water being trapped on the existing sidewalk. These existing sidewalk areas were removed and raised in elevation to ensure proper drainage. Topsoil and hydro seed were chosen in lieu of sod to increase growth potential during the hot summer months and reduce the need to water. The item of 3" Topsoil and Hydro Seed was an additional item of work requested by the city and paid for 100% by the city. There will be no reduction in existing pay items due to the fact that this work was not in the original plans. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with construction of this item.

Additional block items were added to achieve the desired finished height of the wall above the adjacent grade. The foundation was already set and 30" Piers were part of the wall structure. These items were also needed to achieve a consistent relationship between the top of the fence to the top of the piers. The wall foundation needs to be 1 ft. below finish grade so taller piers are required where finish grade is lower. All unit prices coincide proportionally with the total cost of the wall.

The elimination of the planting areas in the median lane of both 9 Mile and Coolidge Roads resulted in excess plants for the designated planting areas. Per the landscape architect, these plants needed to be spread out over a larger area. The city requested additional planting beds behind the landscape walls to accommodate the surplus plants. The unit price was negotiated and deemed reasonable when compared to the cost per prepared bed-area, using the as bid pricing per plant.

The land corner monuments at the intersection of 9 Mile and Coolidge Road and at Coolidge and Oak Park Blvd were inadvertently omitted from the plans. As a result, the furnishing and installing of the monument box at each location was not incorporated into the plans as a pay item. These had to be reset per the requirements of the RCOC. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with the construction of this item. A copy of the approved Land Corner Recordation Certificate was provided by the surveyor and has been placed in the project file.

Temporary markings were necessary due to temperature limitation for the permanent markings. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with construction of this item.

Post Hole Thru Concrete was inadvertently omitted from the plans, but necessary to install the signs correctly. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with construction of this item.

9 Mile and Coolidge had areas of sod damage due to pedestrian traffic shortly after being placed. When the sod was placed just before the 4th of July holiday and watered heavily, the City held their annual 4th of July parade where spectators watching the parade pushed, shoved and trampled the existing sod leaving holes and gaps. The contractor filled the holes with topsoil and seed and repaired areas of sod. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price was negotiated and deemed fair in this region and includes all costs associated with construction of this item.

This item was used to sod smaller areas after all of the initial sod had been installed. These areas were disturbed by either the trucks or cars leaving the roadway, creating wheel ruts in the sod or where swales were created from the sidewalk being lifted to relieve the drainage problem. Sod was used at the bottom of the swales in front of the homes where rain runoff may have washed seeding away. There was a similar restoration item on the original project bid identified as, "Surface Restoration, Sodding", but due to the large quantity of restoration and production sod work for that item the new work warranted a price adjustment. This change was discussed with the local government engineer at the MDOT Oakland TSC. This unit price was negotiated and deemed fair in this region and includes all costs associated with construction of this item.

One thousand gallons of water was used to water the sod placed outside the streetscape areas. This change was discussed with the local government engineer at the MDOT Oakland TSC; this unit price was negotiated and deemed fair in this region and includes all costs associated with construction of this item.

The traffic signal installation at the 9 Mile and Coolidge intersection was designed around the 2006 RCOC specification which did not include grounding wire with the signal installation. Therefore, since all signal components need to be grounded, the contractor was entitled to reimbursement. This unit price is comparable with average unit prices on similar projects in the region and includes all costs associated with the construction of this item.

To achieve proper drainage of the sidewalk, the elevation of the existing sidewalk needed to be raised and existing sidewalk replaced. This item is 100% City of Oak Park. This unit price is comparable with average unit prices on similar projects in this region and includes all costs associated with construction of this item.

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 May 19, 2009.

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

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

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

Funding Source: FHWA, 63.39%; City of Oak Park, 36.61%, 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: 48237.

21. **Extra 2009 - 57**

Control Section/Job Number: 82191-55663 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: URS Surface Transportation
Engineer's Estimate: \$59,685,872.76

Description of Project:

10.06 mi of freeway reconstruction including pavement and shoulder removal and replacement, ramps, storm sewer reconstruction, sign and pavement marking upgrades, bridge approach work and reconstruction of 5 bridges, and concrete repair on northbound and southbound I-75 from I-275 to Gibraltar Road in the village of South Rockwood, cities of Rockwood and Flat Rock, Wayne and Monroe Counties. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	April 15, 2008	
Contract Date:	May 22, 2008	
Original Contract Amount:	\$52,782,820.14	
Total of Overruns/Changes (Approved to Date):	148,176.66	+ 0.28%
Total of Extras/Adjustments (Approved to Date):	426,803.60	+ 0.81%
Total of Negative Adjustments (Approved to Date):	(5,486.00)	- 0.01%
THIS REQUEST	<u>130,087.74</u>	<u>+ 0.25%</u>
Revised Total	<u>\$53,482,402.14</u>	+ 1.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.08% over the original budget for an **Authorized to Date Amount** of \$53,352,314.40.

Approval of this extra will place the authorized status of the contract 1.33% or \$699,582.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-160	4	\$253,697.00	11/05/08

Contract Modification Number(s): 8

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

CM 8 (55663A)		
Pavt for Butt Joints, Rem	1,500.000 Syd @ \$8.90/Syd	\$13,350.00
Pavt Joint and Crack Repr, Det 7	12,353.200 Ft @ \$9.45/Ft	<u>116,737.74</u>
Total		<u>\$130,087.74</u>

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

CM 8

The original plans called for full depth repair of joints (Detail 8); however, after removing the bituminous surface from the existing concrete pavement it was found that only surface repair was needed (Detail 7) and Cold Milling Concrete Surface would be required. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction. Costs for these extra items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

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 May 19, 2009.

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

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

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

Funding Source:

100034A: FHWA, 90.00%; State Restricted Trunkline, 10.00%;

55663A: FHWA, 90.00%; State Restricted Trunkline, 10.00%;

59585A: FHWA, 80.00%; State Restricted Trunkline, 20.00%;

79767A: FHWA, 90.00%; State Restricted Trunkline, 10.00%;

88074A: FHWA, 80.00%; State Restricted Trunkline, 20.00%;

88868A: FHWA, 80.00% (Transportation Enhancement Funds); State Restricted Trunkline, 11.82%;
City of Rockwood, 8.18%.

89498A: FHWA: 90.00%; State Restricted Trunkline, 10.00%, unless otherwise noted.

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

Risk Assessment: 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: 48179.

22. **Extra 2009 - 58**

Control Section/Job Number: 11053-88058 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Northern Construction Services, Corp.
P. O. Box 1299
Niles, MI 49120

Designed By: Abonmarche Consultants, Inc.
Engineer's Estimate: \$2,145,716.00

Description of Project:

0.42 mi of hot mix asphalt bike lane construction, street light system upgrades, irrigation system, streetscaping, hot mix asphalt roadway reconstruction, water main improvements, sanitary sewer improvements and minor drainage improvements on Territorial Road from Second Street to Water Street and from Fourth Street to Water Street, on Water Street from I-94BL (Main Street) to Fifth Street, and on Fifth Street from I-94BL (Main Street) to Water Street, in the city of Benton Harbor, Berrien County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 7, 2007	
Original Contract Amount:	\$2,159,087.39	
Total of Overruns/Changes (Approved to Date):	(2,770.16)	- 0.13%
Total of Extras/Adjustments (Approved to Date):	111,432.67	+ 5.16%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>35,864.30</u>	<u>+ 1.66%</u>
Revised Total	<u>\$2,303,614.20</u>	+ 6.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.03% over the original budget for an **Authorized to Date Amount** of \$2,267,749.90.

Approval of this extra will place the authorized status of the contract 6.69% or \$144,526.81 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7, 8

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

CM 7 (88357A)

PL – Aggregate Base	30.000 Cyd @ \$25.00/Cyd	\$750.00
PL – Concrete Parking Bumpers	8.000 Ea @ \$150/Ea	1,200.00
PL – Curb and Gutter	65.000 Ft @ \$31.65/Ft	2,057.25
PL – Driveway Opening, Concrete, 6 inch	23.000 Syd @ \$62.60/Syd	1,439.80
PL – HMA, 4C	90.000 Ton @ \$88.67/Ton	7,980.30
PL – Machine Grading, Modified	1.000 LS @ \$2,325.00/LS	2,325.00
PL – Mobilization, Max	1.000 LS @ \$1,950.00/LS	1,950.00
PL – Pavt Rem, Modified	6.000 Syd @ \$35.00/Syd	210.00
PL – Saw Cut and Remove Curb	93.000 Ft @ \$10.00/Ft	930.00
PL – Seal Coat	3,460.000 Syd @ \$1.40/Syd	4,844.00
PL – Site Restoration	1.000 LS @ \$300.00/LS	300.00
PL – Pavt Mrkg, Waterborne, 4 inch, White	2,176.000 Ft @ \$0.50/Ft	1,088.00
Total		<u>\$25,074.35</u>

CM 8 (88357A)

PL – Aggregate Base	10.000 Cyd @ \$25.00/Cyd	\$250.00
PL – Concrete Parking Bumpers	10.000 Ea @ \$150.00/Ea	1,500.00
PL – Driveway Opening, Concrete, 6 inch	27.210 Syd @ \$62.60/Syd	1,703.35
PL – HMA, 4C	55.110 Ton @ \$88.67/Ton	4,886.60
PL – Pavt Rem, Modified	70.000 Syd @ \$35.00/Syd	2,450.00
Total		<u>\$10,789.95</u>

Grand Total

\$35,864.30

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

CM 7 & CM 8

The two contract modifications in this extra item are due to the same issue on the project. The City of Benton Harbor requested that work be completed in the parking lots adjacent to the project. This work was not included in the plans but was requested by the city. The work included the following: removing, relocating and replacing driveways, re-striping the disturbed parking areas and installing parking bumpers, as well as paving some unpaved areas in the lots. The extra cost for all of the items on contract modification 7 and 8 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items completed by the city on other contracts. The extra costs on both contract modifications are funded 100 percent by the City of Benton Harbor.

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 Administrative Board on May 19, 2009.

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

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

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

Funding Source:

88058A: FHWA, 80%; City of Benton Harbor, 20%;

88357A: FHWA, 61.31%; State Restricted Trunkline, 15.33%; City of Benton Harbor, 23.36%, 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: 49023.

23. **Extra 2009 - 59**

Control Section/Job Number: 84917-100556 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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):	91,410.14	+ 11.34%
Total of Extras/Adjustments (Approved to Date):	38,380.58	+ 4.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>42,000.00</u>	<u>+ 5.21%</u>
Revised Total	<u>\$977,940.99</u>	+ 21.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.10% over the original budget for an **Authorized to Date Amount** of \$935,940.99.

Approval of this extra will place the authorized status of the contract 21.31% or \$171,790.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9

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

CM 9

Controller and Cabinet, Digital Type, Actuated	2.000 Ea @ \$1,600.00/Ea	\$3,200.00
Controller and Cabinet, Digital Type, Del	2.000 Ea @ \$17,400.00/Ea	34,800.00
Hh, Square	2.000 Ea @ \$2,000.00/Ea	<u>4,000.00</u>
Total		<u>\$42,000.00</u>

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

CM 9

This project is a Region wide, as-needed, traffic signal contract. There are no specific plans at bid time, only a list of miscellaneous bid item quantities. After a location is determined to need a signal, plans are prepared and submitted for construction. These items were not in the original contract.

The controller and cabinet items were established on contract modification number six. Originally, Lansing Traffic and Signals Unit requested that this type of cabinet be used at the Telegraph and Garner signal intersection. At this time, Lansing Signals Unit has also requested this type of cabinet be used at the M-59, Teggerdine and Fisk locations, requiring additional quantities. The price for these items was negotiated and compares favorably to average unit prices.

The square hand hole was originally established on contract modification number five. As the maintaining agency, the Road Commission for Oakland County requested a 2' x 2' x 3' Square hand hole be installed at the Telegraph and Garner signal location. This was requested because R.C.O.C. believes the hand hole that was shown on the plans (hh, round, 3' diameter) is 4' in depth and would require a crew with confined space training to enter it; they do not have a crew with confined space training. This added quantity is for the additional M-59, Teggerdine, and Fisk locations. The cost for the hand hole was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

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 May 19, 2009.

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

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

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

Funding Source: FHWA, 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.

24. **Extra 2009 - 60**

Control Section/Job Number: 19022-60136 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT
Engineer's Estimate: \$2,997,793.35

Description of Project:

430 ft of hot mix asphalt cold milling and resurfacing on Grange Road and 2400 ft on interchange ramps, 800 ft of reconstructing Clark Road and realigning ramp, and superstructure replacement on I-96 over Grange Road, Clinton County. This project includes a 5 year materials and workmanship warranty.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	February 27, 2007	
Original Contract Amount:	\$2,919,238.09	
Total of Overruns/Changes (Approved to Date):	71,752.67	+ 2.46%
Total of Extras/Adjustments (Approved to Date):	234,009.39	+ 8.02%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>57,306.08</u>	<u>+ 1.96%</u>
Revised Total	<u>\$3,282,306.23</u>	+ 12.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.47% over the original budget for an **Authorized to Date Amount** of \$3,225,000.15.

Approval of this extra will place the authorized status of the contract 12.44% or \$363,068.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-125	2 r. 1	\$145,000.00	08/23/07
2007-158	3 r. 1, 4, 5	\$107,192.58	11/06/07

Contract Modification Number(s): 8

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

CM 8

60136A

Damaged Lights	51.000 Ea @ \$15.00/Ea	\$765.00
Grange Road Ramp Improvements		19,497.59
Guardrail, Backed, W	25.000 Ft @ \$40.00/Ft	1,000.00
Relocate Ditch Ramp B/Clark Rd		1,662.08
Relocate Material from Ramp B to Disposal Area		4,388.45
Sign Type I Fdn Removal	1.000 Ea @ \$615.70/Ea	615.70
Dr Structure, Tap, 4 inch	1.000 Ea @ \$225.00/Ea	225.00
Fdn, Column Breakaway, Rem	2.000 Ea @ \$981.93/Ea	1,963.86
Guardrail Anch, Bridge, Det T6	4.000 Ea @ \$1,350.00/Ea	5,400.00
Sewer, CI B, 18 inch, Tr Det B	10.000 Ft @ \$49.00/Ft	490.00
Substructure Conc Additional Depth	24.210 Cyd @ \$74.00/Cyd	1,791.54

83665A

Culv End Sect, Conc, 15 inch	2.000 Ea @ \$546.70/Ea	1,093.40
Culy, CI A, Conc, 15 inch	8.000 Ft @ \$45.12/Ft	360.96
Sewer Tap, 18 inch	1.000 Ea @ \$375.00/Ea	375.00
Sewer, CI B, 18 inch, Tr Det B	189.000 Ft @ \$49.00/Ft	9,261.00
Subgrade Undercutting, Type II	561.100 Cyd @ \$15.00/Cyd	8,416.50
Total		<u>\$57,306.08</u>

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

CM 8

Section 812.04 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. Lights on plastic drums are used to direct and control traffic in the work zone and are sometimes damaged by passing motorists. The extra, Damaged 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 for this project.

When it was determined to close I-96 and maintain all traffic on the ramps to Grange road it was decided that improvements to the ramps were needed to provide a smoother and safer ride for the traffic crossing Grange road. Prior to the improvements, traffic experienced a large bump while crossing Grange road. The contractor milled the butt joints and placed HMA at the Grange Road ramps eastbound and westbound. Shoulder gravel was placed on the eastbound median shoulder because the shoulder was too low. All costs for Grange Road Ramp Improvements were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work. All documentation is on file.

Guardrail backed with W-beam was placed along the east side of Grange Rd under I-96 for proper reinforcement of the guardrail where the post spacing needed to be increased to span the spillways. The extra cost for Guardrail, Backed, W was a negotiated unit price as per section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work.

The Contractor was directed to relocate the ditch on Ramp B/Clark Road due to incorrect layout. The extra cost for Relocate Ditch Ramp B/Clark Rd is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The original plan allowed for the closing of the WB off ramp while the new ramp was constructed. When it was determined to close I-96, the contractor was forced to temporarily store excavated material for the new ramp where it would need to be moved again. This was due to all WB traffic being maintained on the existing ramp and the contractor was restricted to not crossing the ramp until the bridge was complete and WB I-96 was back on mainline. The contractor was paid a double handling fee because the project needed to be constructed differently than how it was bid. All costs for Relocate Material from Ramp B to Disposal Area were based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction and are on file in the project office.

The Contractor was directed to remove the Type I Sign Foundation. This foundation removal was not set up originally. All costs for Sign Type I Fdn Removal were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

The Contractor was directed to install approximately 250 ft of 4 inch underdrain along Grange Road under I-96. Drainage Structure, Tap, 4" was needed to tie the new underdrain into the existing underdrain and the cost for this item was determined using existing contract unit prices. All costs were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and are reasonable when compared to similar work per the MDOT Average Unit Price Index.

The sign by Ramp B was originally planned to remain until after the new ramp was reconstructed and the alignment of the existing sign no longer worked with the new ramp. The contractor was directed to remove the foundation column breakaway by Ramp B and Clark Road. This work was necessary due to the relocation of the new sign structure. All costs for Sign Type I Fdn Removal were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

Guardrail Anchorage, Bridge, Det T6 were set up originally in the plans but this pay item was not set up correctly as a pay item in the schedule of pay items. There were 4 Guardrail Anchorage, Bridge, Det T6 installed at Grange Road and I-96. All costs for this item were negotiated per section 103.04 of the 2003 Standard Specifications for Construction and appear reasonable when compared to similar work performed.

The Contractor was placing storm sewer and culvert pipe at the Grange Rd and Clark Rd roadway areas. Due to drain needs and utility conflicts extras Sewer, CI B, 18, Tr Det B and Culvert, CI A, 15" Conc and Culv. End Section, Conc 15" and Sewer Tap 18" were not set up in the original contract. All costs were 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 Contractor was directed by the engineer to replace the sub-footings at four locations that had been removed from under the existing footings. The removal of the sub-footings was included in the pay item for "Structures, Rem Portions (S03-3 or S03-4 of 19022)". This extra is for the addition depth in concrete needed to reach the bottom of footing elevation specified in the plans. All costs for Substructure Conc Additional Depth were negotiated and appear reasonable for similar work performed.

Due to the poor condition of the soil, Subgrade Undercutting Type II was needed at Ramp B. This pay item was not set up originally. All costs were 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.

This Extra is recommended for approval by the State Administrative Board on May 19, 2009.

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

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

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

Funding Source:

60136A: FHWA, 90%; State Restricted Trunkline, 10%;

83665A: State Restricted Trunkline, 100%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48822.

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
May 18, 2009

Kirk T. Steudle
Director

Mr. DeBano presented the Transportation and Natural Resources Committee Reports for the regular meeting of May 13, 2009, and the special meeting of May 19, 2009. After review of the foregoing Transportation and Natural Resources Committee Reports, Mr. DeBano moved that the Reports covering the regular meeting of May 13, 2009, and the special meeting of May 19, 2009, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. DeBano moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Ms. Andorfer adjourned the meeting.

SECRETARY

CHAIRPERSON