

APPROVED

August 17, 2010

Michigan State
Administrative Board

Lansing, Michigan

August 3, 2010

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, August 3, 2010, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm,
Chairperson
Katelyn Carey, Director of Communications, representing John D. Cherry,
Jr., Lt. Governor
Duane Berger, Director, Department Administration Services, representing
Terri Lynn Land, Secretary of State
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox,
Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert
J. Kleine, State Treasurer
Rick Floria, Budget Director, representing Michael P. Flanagan,
Superintendent of Public Instruction
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director,
Department of Transportation
Sherry Bond, Secretary

Others Present:

Rhonda Oyer-Zimmerman, Department of Natural Resources and Environment; James
Burris, Janet Rouse, Department of Technology, Management and Budget; Claire Carter,
Mike Middaugh, Department of Transportation

1. CALL TO ORDER:

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

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

Mr. Berger moved that the minutes of the special meeting of July 20, 2010, be
approved and adopted. The motion was supported by Ms. MacDowell and
unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

DEPARTMENT OF AGRICULTURE, Laboratory Division, 08/03/2010

DEPARTMENT OF COMMUNITY HEALTH, Bureau of Community Mental Health Services, 08/03/2010

DEPARTMENT OF EDUCATION,
Office of Communications, 08/03/2010
Office of the Superintendent, 08/03/2010

DEPARTMENT OF HUMAN SERVICES, Children's Services Administration,
08/03/2010

DEPARTMENT OF MANAGEMENT AND BUDGET, Office of Retirement Services,
All Systems 08/03/2010

DEPARTMENT OF TREASURY, Audit Division, 08/03/2010

Mr. Hank moved that the retention and disposal schedules be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

August 3, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **July 27, 2010**. Those present being:

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

Member: Steven Liedel, representing Approved _____
Governor Granholm

Member: Katelyn Carey, representing Approved _____
Lt. Governor Cherry

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James
Burris, Sergio Paneque, Deborah Roberts, Janet Rouse, Department of
Management and Budget; Rhonda Oyer-Zimmerman, Department of Natural
Resources and Environment

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

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

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

July 27, 2010 / August 3, 2010
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF HIGHER EDUCATION, ROSCOMMON – Kirtland Community College – Campus Water Well System Upgrades
File No. 332/09028.HRB - Index No. 52484
Low Responsive Bidder: Ripman Construction Company, Inc., St. Helen;
\$280,380.00

Purpose/Business Case

The purpose of this contract is to furnish and install 5,200 +/- linear feet of new water main, including necessary valves, fire hydrant assemblies, service leads, water service connections, water meter installation, well abandonment, bituminous paving and restoration.

Benefit

The State will benefit by having a campus-wide well and water system that is compliant with DNRE and water quality requirements.

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 continued noncompliance of the campus well and water system.

Zip Code

48653

REVISIONS TO CONSTRUCTION CONTRACTS

2. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, BALDWIN – Wash King Laundry Site – Remediation and Monitoring
File No. 761/06037.RRD - Index No. 44081
Lakeshore Environmental, Inc., Grand Haven; CCO No. 7, Incr. \$213,755.00

Purpose/Business Case

The purpose of this change order is to provide eleven (11) additional months of operation and maintenance services, provide one additional groundwater extraction well and connect it to the existing treatment system, rehabilitate the existing groundwater extraction wells, provide microbial injection at the source area, and provide a soil performance monitor and interim progress report, all through no fault of the professional. The effort shall conform to the expectations of the remedial action plan filed with the United State Environmental Protection Agency (USEPA).

Benefit

The State will benefit by complying with USEPA requirements.

Funding Source

90% Federal Funds

10% Environmental Protection Bond Funds

Commitment

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

Risk Assessment

Failure to approve this change order will result in continued groundwater contamination and in noncompliance with environmental regulations and directives from USEPA.

Zip Code

49304

RESOLUTIONS

3. Resolution of the State Administrative Board Approving a Construction and Completion Assurance Agreement, a Conveyance of Property and a Lease for Ferris State University, Kalamazoo Valley Community College and Southwestern Michigan College

Legislative Background

| Project | Public Act | Total Cost | SBA Share | College / University Share | GF/GP Share | Concurrent Resolution | Date Approved |
|---|---------------|--------------|--------------|----------------------------|-------------|-----------------------|---------------|
| FSU, University Center for Collaborative Health Education | PA 64 of 2009 | \$26,900,000 | \$20,174,800 | \$6,725,000 | \$200 | SCR 45 of 2010 | 07/01/2010 |
| KVCC Texas Township Campus Renovation | PA 64 of 2009 | \$11,988,000 | \$5,993,800 | \$5,994,000 | \$200 | SCR 43 of 2010 | 07/01/2010 |
| Southwestern Michigan College Technology Building Renovations & Expansion | PA 64 of 2009 | \$3,200,000 | \$1,599,800 | \$1,600,000 | \$200 | SCR 44 of 2010 | 07/01/2010 |

Purpose/Business Case

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreements between the State Building Authority, State of Michigan, and certain facilities, the conveyance of the facility to the Authority, and the form of the leases. The State Building Authority (SBA) is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

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

Funding Source/ Commitment Level/ Zip Code

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

FSU, University Center for Collaborative Health Education

\$1,383,000 - \$1,809,000

Zip Code: 49307

KVCC Texas Township Campus Renovation

\$411,000 - \$537,000

Zip Code: 49003

Southwestern Michigan College Technology Building Renovations & Expansion

\$110,000 -- \$143,000

Zip Code: 49047

Risk Assessment

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

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

4. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, LANSING - Addendum #2 to Lease#11175-2006, between Stevens Van Lines, Inc., a Foreign Entity, 527 Morley Drive, P.O. Box 3276, Saginaw, Michigan 48605, 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 3,000 square feet of space located at 3000 Sanders Road, Lansing, Michigan 48917. This Addendum provides for a decrease of 940 square feet for a revised total of 3,000 square feet, reduce the rent accordingly and add one two-year renewal option. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning July 1, 2010, or upon substantial completion, is \$4.90 (\$1,225 per month). This Lease contains one 2-year renewal option with an annual per square foot rental rate of \$5.16 (\$1,290 per month). This Lease contains a

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

Purpose/Business Case

This lease enables the Commission for the Blind and their Business Enterprise Program to store supplies and equipment in a convenient location at a reasonable expense. This program is a unit of the Department of Energy, Labor and Economic Growth.

Benefit

The Business Enterprise Program needs storage space for their supplies and equipment. The location of the storage facility is convenient and the costs are reasonable, the cost savings realized by downsizing the square footage is \$16,864 over the life of the Lease.

Source of Funds

100% Federal Funds

Commitment Level

Two- year lease and one two-year renewal; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from being able to store supplies and equipment in a convenient location and would incur moving costs if they needed to relocate.

Zip Code

48917

5. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, ALPENA - Addendum #1 to Sub lease #11069, between Northeast Michigan Consortium, A Consortium P.A. 7, 20709 State Street, P.O. Box 711, Onaway, Michigan 49765, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 1,463 square feet of space located at 315 West Chisholm, Alpena, Michigan 49707. This Addendum provides for the addition of a two year, ten month renewal option. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Sub lease, or any extension. The annual per square foot rental rate for this space beginning July 1, 2011, is \$10.08 (\$1,229 per month). This Sub lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The Department of Energy, Labor and Economic Growth for its Michigan Rehabilitation Services, (MRS) unit, utilizes this space. This is in conjunction with the co-location initiative with the Michigan Works! Agencies. The space continues to meet the needs of the Agency.

Benefit

Renewal of this Sub lease allows the Department to remain at the current location and realize savings from possible relocation costs. The rental rate is within current market rates for comparable space in this market.

Funding Source

100% Federal Funds

Commitment Level

Two years and ten months; however, this Sub lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from meeting the co-location initiative with the Michigan Works! Agency and providing uninterrupted services, and could bring about increased costs if they are forced to relocate.

Zip Code

49707

6. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, DETROIT - Addendum #1 to Lease #11427-2009, between Samaritan Center, Inc., a Michigan Non-Profit Corporation, 5555 Conner Avenue, Detroit, Michigan 48213, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 13,575 square feet of space located at 11457 Shoemaker, Detroit, Michigan 48213. This Addendum provides for adding a security guard and adjusting the rent accordingly. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning May 1, 2010, or upon substantial completion, is \$16.41 (\$18,566 per month). This Lease contains one 5-year renewal option with an annual per square foot rental rate of \$18.60 (\$21,043 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

Michigan Rehab Services has requested an on-site Security Guard to cover the interior and exterior areas of this training center facility to provide a safe and secure training center environment for state employees and their clients.

Benefit

Adding an on-site Security Guard will provide for a safe and secure training center environment for state employees and for their clients attending training classes.

Source of Funds

100% Federal Funds

Commitment Level

Ten 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 Addendum will hinder the Department from providing a safe and secure training center for state employees and their clients who seek training at this location.

Zip Code

48213

7. DEPARTMENT OF COMMUNITY HEALTH, GRAYLING - Addendum #2 to Lease #2760 between Randy G. Thompson and Dorothy Lynn Thompson, Husband and Wife, 5688 West M-72, Grayling, Michigan 49738, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Community Health, as Lessee, for 1,579 square feet of office space and 780 square feet of basement storage space located at 5690 West M-72, Grayling, Michigan 49738. This Addendum provides for extending the lease five years with an increase in the rental rate and modifying the responsibilities to provide a gross full service lease; adding a five year renewal option; adding 780 square feet of basement storage space at no cost to the State; and technical revisions. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning October 1, 2010, is \$14.55/SF (\$1,914 per month). This Addendum contains one five-year renewal option with an annual per square foot rental rate of \$16.00/SF (\$2,105 per month). This Addendum contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The Purpose of this Addendum is to extend the lease term five years and add one five year renewal option. The space is utilized by the Department of Community Health for its Office of Audit unit, which is a required program; the space and central location continue to meet its program needs.

Benefit

The benefit of this Addendum will allow the staff to remain in this central location and avoid relocation costs. The rental rate is within the current market rates for comparable space.

Source of Funds

50% General Fund; 50% Federal Funds

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from providing a central location to perform their services at the least cost to the State and could have a significant negative impact upon the program.

Zip Code

49738

8. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, DETROIT - Addendum #1 to Lease #11163 with Grand Tributary, LLC, a Limited Liability Company, 32500 Telegraph Road, Suite 209, Bingham Farms, Michigan 48025 as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 10,139 square feet of office space located at 17411 Grand River Avenue, Detroit, Michigan 48227. This Addendum provides for adding 2,029 square feet for a new total of 10,139 square feet and increases the rental rates accordingly. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning March 1, 2010 is \$2.77 (\$2,340 per month). Effective March 1, 2011, the annual per square foot rental rate for this space increases to \$18.56 (\$15,682 per month). This Addendum contains four five-year renewal options with annual per square foot rental rates of \$22.09 (\$18,664 per month), \$25.53 (\$21,571 per month), \$30.70 (\$25,937 per month), \$35.91 (\$30,343 per month) respectively. This Lease contains an Executive New cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The creation of a new program, Policy and Business Services (P&BS), requires office space for six staff. The new P&BS Southeast Division II Region office provides space for both public services and administrative functions.

Benefit

This Addendum will add office space at the current Michigan Rehabilitation Services office thereby allowing one stop service for the clientele and the ability of the two programs to share resources and support to deliver their services. The rental rate is within the current market rates for comparable space.

Funding Source

100% Federal Funds

Commitment Level

Ten years with four five-year options; 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 implementing a new program in a timely manner and could bring about increased costs if required to search for new office space at an alternate location.

Zip Code

48227

9. DEPARTMENT OF CORRECTIONS, WATERFORD - Addendum #1 to Lease #10981 approved by the State Administrative Board on July 22, 2005, between Bradley Johnson Equities, a Limited Liability Company, 4400 Cass Elizabeth Lake Road, Waterford, Michigan 48328, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Corrections, as Lessee, for 7,487 square feet of space located at 2709 Pontiac Lake Road, Waterford, Michigan 48327. This Addendum provides for adding two five-year renewal options, reducing the rental rate and making improvements to the leased space. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning August 1, 2010 is \$15.50 (\$9,671 per month). This Addendum contains one, five-year renewal option with an annual per square foot rental rate of \$16.00 (\$9,983 per month). This Addendum contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

This space meets the needs of the Department in its operation as the Waterford parole office. Retaining this location has numerous financial and functional benefits as it is difficult to gain community support when locating this type of program.

Benefit

This addendum to lower the square foot rate allows the Department a cost savings of \$18,714 annually and \$93,570 over the first five (5) years of the Lease. This addendum also allows the Department to remain in their current location and avoid additional moving expenses.

Source of Funds

100% General Fund

Commitment Level

Two (2) five year renewal options; however, this Addendum contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from continuing to provide uninterrupted service and a lease savings of \$93,570.

Zip Code

48327

LEASE FOR PRIVATE PROPERTY

10. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, LANSING - New Lease #11404-2009 with Spadafore Distributing Company, a Michigan Corporation, 2932 Sanders Road, Lansing, Michigan 48917, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Natural Resources and Environment, as Lessee, for 22,710 square feet of office, garage and ground space located at 635 Filley Street, Lansing, Michigan 48906. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning August 1, 2010, or upon substantial completion, is \$5.33 (\$10,087 per month). This rate does not include public utilities, janitorial, trash removal, dumpster removal, snow removal or exterior grounds maintenance. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$5.60 (\$10,598 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 field unit works drilling test wells to determine the extent of subsurface pollution, toxic sites in both peninsulas of the state. A portion of this unit is assigned to work in downtown Lansing with an off-site location for heavy trucks and trailers so staff may do maintenance and upkeep on equipment. The current off-site area proves unsafe and inadequate for the costly equipment (dollar value exceeds \$1M).

Benefit

Relocation will offer cost savings by reducing the negative fiscal impact of commuting time and mileage reimbursements, help to streamline and improve supervisor/employee coordination while offering a better and safer storage of the specialty fleet. The rental rate is within the current market rate for comparable space.

Funding Source

100% Restricted Funds: Settlements 2.59%, Environmental Protection 23.63%, Refined Petroleum 18.88%, Cleanup & Redevelopment 9.15%, Environmental Response 45.75%

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from a secure space to park and maintain expensive equipment and provide space for employees to be located in the same facility.

Zip Code

48906

11. DEPARTMENT OF STATE, ROCHESTER HILLS - Renewal of Lease #7354 with Santia Family-Crooks Corner, LLC, a Michigan Limited Liability Company, 17477 Iris Circle, Clinton Township, Michigan 48036, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of State, as Lessee, for 3,100 square feet of office space located at 2250 Crooks Road, Rochester Hills, Michigan 48309. 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, 2011 is \$14.25 (\$3,681 per month). This rate does not include janitorial service and supplies. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$14.50 (\$3,746.00 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This space has been utilized by the Department of State as a branch office since 1989 and continues to meet their operational needs and the needs of their customers.

Benefit

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

Funding Source

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

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted customer service and will bring about increased costs when they relocate.

Zip Code

48309

12. DEPARTMENT OF STATE, HARRISVILLE - Renewal of Lease #7483-2010 with Bruce A. and Julie A. Dietz, Husband and Wife, 105 Glenridge, Alpena, Michigan 49707, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of State, as Lessee, for 1,113 square feet of office space located at 205 North State Street, Harrisville, Michigan 48740. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning June 1, 2010, or upon substantial completion, is \$13.20 (\$1,224 per month). This is a full service Lease. This Lease contains a Standard cancellation clause with 120-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The Department of Human Services relocated from this co-location into a current Lease with Iosco County Department of Human Services. The Department of State is remaining in their existing square footage at this location.

Benefit

By moving the Department of Human Services from this location to a co-location with Iosco County, the State will benefit from a Lease savings of \$170,800. The Department of State will be able to continue in their existing space at the same Lease rate as before so they may offer continued service without disruption. Additionally, the Lease rate is within market range for this area with the Lessor paying for all expenses.

Funding Source

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

Commitment Level

Ten years; however, this Lease contains a Standard cancellation clause with 120-days notice.

Risk Assessment

Non-approval of this Lease will result in re-location costs for the Department as well as abandon a cost savings of \$170,800 for the State.

Zip Code

48740

CONTRACT CHANGE ORDER

13. DEPARTMENT OF COMMUNITY HEALTH, LANSING - CCO #19 for Lease #111169 approved by the State Administrative Board on December 8, 2005, Item #1 between Heart of The City Associates, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Community Health, as Lessee. This CCO provides for reconfiguring selected 4th floor workstations to accommodate up to five new employees, as requested by the Department of Community Health at a cost not-to-exceed \$1,495. The space is located at 400 South Pine Street, Lansing, Michigan 48933.

Purpose/Business Case

The purpose of this CCO is to reconfigure selected workstations so as to accommodate five new employees including rewiring to meet the electrical and data port needs.

Benefit

This CCO allows the agency to quickly provide effective workplaces for staff being hired to help reduce a sizeable backlog of casework.

Source of Funds

50% General Fund, 50% Federal Funds

Commitment Level

Present through June 30, 2024; however, this Lease contains a Legislative cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from providing functional work space to its new employees which, in turn, could hinder the Department's ability to eliminate its casework backlog in a timely manner and thus possibly subject the State of Michigan to a financial penalty from the Federal government.

Zip Code

48913

RECOVERY ACT FUNDS AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

July 27, 2010 / August 3, 2010
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, ST. HELEN
– Charlie's Place Site – AS/SVE Treatment System Installation and Site Restoration
File No. 761/10173.SAR - Index No. 44301
Low Responsive Bidder: NESA & Associates, Inc., Warren; \$342,250.00

Purpose/Business Case

The purpose of this contract is to install, start-up and operate (unattended for one year) a soil vapor extraction system with air sparging (AS/SVE) which will include the thermal oxidation of gasoline vapors collected by the AS/SVE system and activated carbon polishing of the gas that has been processed by the catalytic thermal oxidizer. The AS/SVE collection system will be installed using directional drilling techniques and will be located in the plume of contamination that is located northwest of the leaking underground storage tank (LUST) at Charlie's Place site. The remediation of the source area is being handled under another contract. The source area was a former location of a gasoline station and was the site of a vacant convenience store prior to its demolition earlier this year. A total of four underground storage tanks (USTs) were previously located on that site, two gasoline and two diesel fuel USTs, and a confirmed release was reported in 1992. This contract will provide two SVE collection systems one of which will be installed under the former M-55 (now called E. West Branch Road) which is still owned by MDOT and MDOT is aware of this project. The project work includes construction of a heated building to house a vacuum blower and the other vapor treatment equipment, construction of a gravel driveway, construction of a fenced perimeter for the site, and utility connections for electric power and natural gas.

Benefit

The State will benefit by removing contamination from groundwater and abating the environmental health hazard.

Funding Source

100% ARRA-LUST 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 leaving contaminated soil and groundwater on site to continue to spread violating environmental regulations.

Zip Code

48656

REVISIONS TO CONSTRUCTION CONTRACTS

2. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAYLING – Camp Grayling Annual Training Center – Paving Upgrades
File No. 511/09429.RAN - Index No. 21000
Rieth-Riley Construction Company, Inc., Prudenville; CCO No. 1, Incr.
\$109,734.46

Purpose/Business Case

The purpose of this change order is to improve drainage and increase the quantity of paving being undertaken at the Camp Grayling Annual Training Center. The additional paving has been requested by the user agency after the project was bid to connect two paved parking lots and to replace the existing pavement between two stretches of new pavement on Howe Road from the guard shack to Lake Margrethe Road.

Benefit

The State will benefit by reducing the flooding potential at several Camp buildings and by improving access to the Camp Grayling Training Center.

Funding Source

100 % Federal ARRA Funds

Commitment

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

Risk Assessment

Failure to approve this change order will result in continued flooding of building 116 and in inadequate paving which adversely affects access to the training facilities.

Zip Code

49749

Ms. MacDowell presented the Building Committee Report for the regular meeting of July 27, 2010. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of July 27, 2010, be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

APPROVED

August 3, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **July 27, 2010**. Those present being:

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

Member: Steven Liedel, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

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

The Finance and Claims Committee regular agenda, supplemental agenda,
and Recovery Act Funds agenda were presented. It should be noted that
Items 1(1), 1(2), and 1(3) of the regular agenda were withdrawn by the
Department of Community Health prior to the meeting today.

Following discussion, Ms. Lopez moved that the regular agenda,
supplemental agenda, and Recovery Act Funds agenda be recommended to the
State Administrative Board for approval with Item 9(1) of the regular
agenda withdrawn. The motion was supported by Mr. Liedel and unanimously
adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on August, 3, 2010, Item 3(1)
of the regular agenda was withdrawn by the Department of Technology,
Management and Budget.***

A G E N D A

8/3/2010 12:00 version

FINANCE AND CLAIMS COMMITTEE

July 27, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 3, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

.....

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 COMMUNITY HEALTH

- 1) Dietrich Wilhelm Roloff, MD
Ann Arbor, MI

Withdrawn

\$ 70,000.00 Total
FY11 55.42% Federal Fund
 44.58% General Fund
 One-year agreement to provide
 funding for the review of
 services for children with
 special health care needs
PENDING OSE APPROVAL

192S0002059

- 2) Jan White
East Lansing, MI

Withdrawn

\$ 30,000.00 Total
FY11 55.42% Federal Fund
 44.58% General Fund
 One-year agreement to provide
 funding for clinical/technical
 expertise in the area of
 Speech Pathology for Medicaid
 service, claims and peer
 review, or program policy
 development/ change
PENDING OSE APPROVAL

192S0002059

1. DEPARTMENT OF COMMUNITY HEALTH continued

3) Dawn M. Parsons \$ 60,000.00 Total
Onsted, MI **FY11** 55.42% Federal Fund
44.58% General Fund
Withdrawn One-year agreement to provide
funding for technical
expertise in the area of
pharmacy for Medicaid service
authorization, complex claim
review and peer review of post
payment audits or policy
development/change
192S0002059 **PENDING OSE APPROVAL**

2. DEPARTMENT OF CORRECTIONS

1) Blauer Manufacturing Co., \$ 160,176.20 Total
Inc. **FY10-13** 100% Revolving Fund
Boston, MA *Correctional Industries Revolving Fund*
Three-year contract to provide
insulated officer gloves for
Michigan State Industries

3. DEPARTMENT OF EDUCATION

1) American Healthcare Services \$ 390,000.00 Total
LLC **FY10-13** 30% Local Fund
Troy, MI *Tuition Funds*
Withdrawn at Ad Board 7% Federal Fund
Nursing Services for the
Michigan School for the Deaf

4. DEPARTMENT OF HUMAN SERVICES

1) Molly Kujala NOT TO EXCEED
Iron Mountain, MI \$ 60,000.00 Total
FY10-13 100% Federal Fund
Three-year contract for Parent
Aide services in Dickinson and
Iron counties

4. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|----|--|---|
| 2) | Lapeer County Community Collaborative Lapeer, MI | NOT TO EXCEED \$ 79,000.20 Total FY10-13 100% Federal Fund Three-year contract for Parent Aide services in Lapeer County |
| 3) | Christine Kerney Rochester, MI | NOT TO EXCEED \$ 74,880.00 Total FY10-13 100% Federal Fund Three-year contract for Parent Education and Support Group services |
| 4) | Van Buren Intermediate School District Lawrence, MI | NOT TO EXCEED \$ 104,988.00 Total FY10-13 100% Federal Fund Three-year contract for Parent Education in Van Buren County |
| 5) | Orchard Children Services Southfield, MI | NOT TO EXCEED \$ 823,719.00 Total FY10-13 100% Federal Fund Three-year contract for Families Together Building Solutions program in Macomb County |
| 6) | Family Services & Childrens Aide Jackson, MI | NOT TO EXCEED \$ 45,360.00 Total FY10-13 100% Federal Fund Three-year contract for Guardianship/Conservatorship services |

4. DEPARTMENT OF HUMAN SERVICES continued

- 7) Ronda Rucker
St. Johns, MI
- NOT TO EXCEED
\$ 30,390.00 Total
FY10-13 100% Federal Fund
Three-year contract for Strong
Families Safe Children
Coordination services
- 8) Catholic Human Services
Alpena, MI
- NOT TO EXCEED
\$ 90,000.00 Total
FY10-13 100% Federal Fund
Three-year contract for
Wraparound Coordination
Services in Alpena County
- 9) Vernon Andrews
Gladstone, MI
- \$ 27,720.00 Total
FY10-13 100% Federal Fund
Three-year contract for School
Psychologist services at Maxey
Training School
- 10) Lutheran Child and
Family Service
Bay City, MI
- NOT TO EXCEED
\$ 220,380.00 Total
FY10-13 100% Federal Fund
Three-year contract for Teen
Parent Services in Bay County
- 11) Catholic Social Services
Royal Oak, MI
- NOT TO EXCEED
\$ 387,207.00 Total
FY10-13 100% Federal Fund
Three-year contract for Life
Skills instructions in Oakland
County

4. DEPARTMENT OF HUMAN SERVICES continued

- 12) Charlene Moore
Armada, MI
- NOT TO EXCEED
\$ 33,573.00 Total
FY10-13 100% Federal Fund
Three-year contract for Strong
Family/Safe Children
Coordination services
- 13) Various
FR - series
(Listing on file)
- NOT TO EXCEED
\$ 19,065,798.00 Total
FY10-13 100% Federal Fund
Three-year contract for Family
Reunification services
statewide
- 14) Abdul Madyun Associates
Detroit, MI
- \$ 30,576.00 Total
FY10-13 100% Federal Fund
RC10-series Three-year
contract for Substitute
Teacher services at Maxey
Training School
- Sheila O'Grady
Brighton, MI
- \$ 31,200.00 Total
FY10-13 100% Federal Fund
RC10-series Three-year
contract for Substitute
Teacher services at Maxey
Training School
- Gregory Walkuski
Ann Arbor, MI
- \$ 31,200.00 Total
FY10-13 100% Federal Fund
Three-year contract for
Substitute Teacher services at
Maxey Training School

4. DEPARTMENT OF HUMAN SERVICES continued

15) Various NOT TO EXCEED
PVPR - series \$ 6,736,349.00 Total
(Listing on file) **FY10-11** 100% Federal Fund
One-year, two-month contract
for Child Abuse and Neglect
Prevention services

5. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) Specialized Pharmacy NOT TO EXCEED
Services West \$ 184,800.00 Total
Grand Rapids, MI **FY10-14** 33% Federal Fund
34% General Fund
33% Revolving Fund
Member Assessments
Pharmacy Chart Review
Services-Grand Rapids Home for
Veterans

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

6. DEPARTMENT OF CORRECTIONS

1) Various Substance Abuse \$ 28,200.00 Amendment
Testing Providers \$ 133,400.00 New Total
(Listing on file) **FY11** 100% General Fund
Additional funding to exercise
one option year to continue
substance abuse testing for
parolees and probationers

2) Communication Access Center \$ 25,000.01 Amendment
for the Deaf and Hard \$ 50,000.00 New Total
of Hearing **FY10** 100% General Fund
Flint, MI Additional funding to continue
interpreter services at the
G. Robert Cotton Correctional
Facility

7. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Harold Anderson
Lansing, MI
- \$ 15,000.00 Amendment
\$ 39,900.00 New Total
FY10 100% Restricted Fund
Michigan Tax Tribunal Fund
Additional funds for a hearing officer for the Michigan Tax Tribunal
- 2) Allan Berg
Lansing, MI
- \$ 15,000.00 Amendment
\$ 39,900.00 New Total
FY10 100% Restricted Fund
Michigan Tax Tribunal Fund
Additional funds for a hearing officer for the Michigan Tax Tribunal
- 3) Erissa Glekler
Lansing, MI
- \$ 15,000.00 Amendment
\$ 39,900.00 New Total
FY10 100% Restricted Fund
Michigan Tax Tribunal Fund
Additional funds for a hearing officer for the Michigan Tax Tribunal
- 4) Josh Shillair
Lansing, MI
- \$ 24,900.00 Amendment
\$ 64,800.00 New Total
FY10 100% Restricted Fund
Michigan Tax Tribunal Fund
Additional funds for a hearing officer for the Michigan Tax Tribunal
- 5) Dickinson Wright
Lansing, MI
- \$ 0 00 Amendment
\$ 112,500.00 New Total
FY10-11 100% Restricted Fund
Captive Insurance Fund
This amendment is a no-cost, one-year option to the contract for regulating captive insurance companies

8. DEPARTMENT OF HUMAN SERVICES

- 1) Prosecuting Attorneys Association
Lansing, MI
- \$ 83,964.00 Amendment
\$ 863,072.00 New Total
FY10-11 100% Federal Fund
Additional funds due to increased need for cross-professional training
- 2) Mason County
Ludington, MI
- \$ 48,346.00 Amendment
\$ 299,806.00 New Total
FY10 66% Federal Fund
34% match by County
CSCOM - series
Additional funds to continue services to establish paternity and obtain child support orders
- 3) Various CSFOC - series
(Listing on file)
- \$ 97,400.00 Amendment
\$ 636,620.00 New Total
FY10 66% Federal Fund
34% match by County
Additional funds to continue services to establish paternity and obtain child support orders
- 4) St. Joseph County
Centreville, MI
- \$ 34,284.00 Amendment
\$ 628,271.00 New Total
FY10 66% Federal Fund
34% match by County
CSCOM - series
Additional funds to continue services to establish paternity and obtain child support orders

9. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

- 1) CSS HealthForce \$ 2,044,378.00 Amendment
Grand Rapids, MI \$ 6,496,778.00 New Total
FY10-11 33% General Fund
Withdrawn 34 % Federal Fund
33% Restricted Fund
Member Private Pay
Additional funding for one-
year option for Competency
Evaluated Nursing Assistants
Services-Grand Rapids Home for
Veterans
511S7200070 **PENDING OSE APPROVAL**

SECTION III - AGENCY SUBMITTED - NEW GRANTS

10. DEPARTMENT OF COMMUNITY HEALTH

- 1) Michigan Protection and \$ 224,400.00 Total
Advocacy Service Inc. **FY11** 100% General Fund
Lansing, MI One-year grant to provide
funding for legal services to
persons with developmental
disabilities
- 2) Lansing Community College \$ 250,740.00 Total
Lansing, MI **FY11** 6.43% General Fund
58.79% Federal 34.78% Local
One-year grant to provide
funding for conferences and
informational materials for
professionals working with
older adults in the mental
health services network
- 3) Eastern Michigan University \$ 98,565.00 Total
Ypsilanti, MI **FY11** 100% Federal Fund
One-year grant to provide
funding for the Michigan Level
of Functioning project
reporting on data related to
the Child and Adolescent
Function Assessment Scale and
Preschool and Early Childhood
Functional Assessment Scale

10. DEPARTMENT OF COMMUNITY HEALTH continued

- 4) Eastern Michigan University \$ 74,303.00 Total
Alzheimer's Program **FY11** 84.9% Federal Fund
Ypsilanti, MI 15.1% Local Fund
One-year grant agreement to provide funding for customized training programs and materials for mental health and other professions that provide services to people with dementia
- 5) Jewish Federation of \$ 1,520,000.00 Total
Metropolitan Detroit **FY11** 100% State Restricted
Bloomfield Hills, MI *Multicultural Services*
One-year grant agreement to provide funding for a variety of services to individuals in the Metropolitan Detroit Tri-County area through Jewish Welfare and Social Services agencies
- 6) Association for Children's \$ 293,946.00 Total
Mental Health **FY11** 100% Federal Fund
Lansing, MI
One-year grant agreement to provide funding for advocacy services to parents of children with serious emotional disturbance

11. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

- 1) Various Statewide \$ 1,000,000.00 Total
Collaborative Organizations **FY10-11** 100% General Fund
(Listing on file) Grantees will receive funding to continue current and/or new Regional Entrepreneurial Collaboratives (REC's) to increase local workforce development through the creation of a culture of entrepreneurship within regions across Michigan

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

- 2) Mr. L. Brooks Patterson for
Oakland County Michigan
Works
Pontiac, MI \$ 990,000.00 Total
FY10-12 100% Federal Fund
Workforce Investment Act (WIA)
Grantee will receive federal
funds to work with General
Motors-Orion to provide
training to 216 employees in
various skilled trades areas
- 3) Mr. Joseph Brehler, CEO for
Capital Area Michigan
Works
Lansing, MI \$ 250,000.00 Total
FY10-12 100% Federal Fund
Workforce Investment Act (WIA)
Grantee will receive federal
funds to institute a Michigan
Skills Alliance that will
concentrate on the re-
employment of manufacturing
and other workers in bio-
manufacturing and provide
skilled workers to an expanded
manufacturing and agricultural
sector
- 4) Ms. Gwen Worley, Chair, for
Eastern Upper Peninsula
Workforce Investment Act
(WIA) Michigan Works
Sault Ste. Marie, MI \$ 63,000.00 Total
FY10-11 100% Federal Fund
Grantee will receive Federal
funds to work with Aggressive
Manufacturing Innovations
(AMI) to provide training to
job seekers including
dislocated and laid off
individuals for employment at
the new AMI plant

12. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Ducks Unlimited
Ann Arbor, MI \$ 125,456.16 Total
FY10 100% Federal Fund
Two-year grant for Performing
Landscape Level Wetland
Functional assessment work for
selected watershed in Michigan

12. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT continued

2) Various \$ 126,325.00 Total
(Listing on file) **FY10** 100% Restricted Fund
Scrap Tire Regulatory Fund
Single fiscal year grant
contract to remove and
properly dispose of scrap
tires

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

13. DEPARTMENT OF COMMUNITY HEALTH

1) The Knopf Company \$ 50,000.00 Amendment
Plymouth, MI \$ 652,000.00 New Total
FY10 42.94% Federal Fund
1.53% State Restricted
Gambling Fund
38.34% Fees 17.19% Other
Additional funds for one-year
grant agreement to administer
the Statewide Substance Abuse
Training Program

2) Various Vendors \$ 500,000.00 Amendment
(Listing on File) \$ 95,177,816.00 New Total
FY10 100% Various Funding
See bid tab for list of funds
Additional funds for one-year
grant agreement to provide
funding for Substance Abuse
Coordinating Agencies to
administer and purchase
substance abuse treatment and
prevention services for
Michigan residents

13. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|---|---|
| 3) | Family Health Center, Inc. Kalamazoo, MI | \$ 36,887.00 Amendment \$ 538,338.00 New Total |
| | | FY10 100% Federal Fund Additional funds for one-year grant agreement to provide the delivery of WIC services according to the USDA and State of Michigan regulations and policies |
| 4) | Downriver Community Services - NH New Haven, MI | \$ 64,414.00 Amendment \$ 482,714.00 New Total |
| | | FY10 100% Federal Fund Additional funds for one-year grant agreement to provide the delivery of WIC services according to the USDA and State of Michigan regulations and policies |
| 5) | Mid-Michigan Community Action Agency Farwell, MI | \$ 37,042.00 Amendment \$ 299,319.00 New Total |
| | | FY10 100% Federal Fund Additional funds for one-year grant agreement to provide the delivery of WIC services according to the USDA and State of Michigan regulations and policies |
| 6) | Community Action Agency Region II Jackson, MI | \$ 39,080.00 Amendment \$ 347,878.00 New Total |
| | | FY10 100% Federal Fund Additional funds for one-year grant agreement to provide the delivery of WIC services according to the USDA and State of Michigan regulations and policies |

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

14. CIVIL SERVICE COMMISSION

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15. DEPARTMENT OF CORRECTIONS

- | | | |
|----|--|---|
| 1) | Delta T. Group Detroit, MI | \$ 25,920,960.00 (3 years) FY10-13 100% General Fund RFO-LC_2010-005 Temporary Health Care Employment Services |
| | Maxim Staffing Solutions Columbia, MD | \$ 25,920,960.00 (3 years) FY10-13 100% General Fund RFO-LC_2010-005 Temporary Health Care Employment Services |
| | Medical Staffing Network Okemos, MI | \$ 25,920,960.00 (3 years) FY10-13 100% General Fund RFO-LC_2010-005 Temporary Health Care Employment Services |
| | Care One, Inc. Ypsilanti, MI | \$ 25,920,960.00 (3 years) FY10-13 100% General Fund RFO-LC_2010-005 Temporary Health Care Employment Services |
| 2) | Pride Care Ambulance Kalamazoo, MI | \$ 93,411.00 (3 years) FY10-13 100% General Funds 071I0200055 Ambulance and Transportation Services for Kalamazoo Psychiatric Hospital |

16. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- 1) JDM System Consultants \$ 5,090,700.00 (5 years)
Farmington Hills, MI **FY10-15** 100% Restricted Fund
Insurance Bureau Fund
071I0200030 Project Control
Office for the Office of
Financial and Insurance
Regulation (OFIR)
- 2) Kevin J. Murphy Ph.D. \$ 80,700.00 (1 year)
La Canada, CA **FY10-11** 100% Restricted Fund
Insurance Bureau Funds
071I0200057A Executive
Compensation Analysis Services
- 3) INS Regulatory Insurance \$ 1,000,000.00 (3 years)
Services, Inc. **FY10-13** 100% Restricted Fund
Philadelphia, PA *Insurance Bureau Fund*
071I0200069 Insurance
Examination Services
- ParenteBeard, LLC \$ 1,000,000.00 (3 years)
Philadelphia, PA **FY10-13** 100% Restricted Fund
Insurance Bureau Fund
071I0200069 Insurance
Examination Services
- Andrews Hooper & \$ 1,000,000.00 (3 years)
Pavlik P.L.C. **FY10-13** 100% Restricted Fund
Okemos, MI *Insurance Bureau Fund*
071I0200069 Insurance
Examination Services
- Noble Consulting Services, \$ 1,000,000.00 (3 years)
Inc. **FY10-13** 100% Restricted Fund
Indianapolis, IN *Insurance Bureau Fund*
071I0200069 Insurance
Examination Services
- RSM McGladrey, Inc. \$ 1,000,000.00 (3 years)
Bloomington, MN **FY10-13** 100% Restricted Fund
Insurance Bureau Fund
071I0200069 Insurance
Examination Services

17. DEPARTMENT OF HUMAN SERVICES

1) Orchid Cellmark, Inc. \$ 6,300,000.00 (3 years)
Dayton, OH **FY10-12** 66% Federal Fund
34% General Fund
071I0200004 Genetic Paternity
Testing Services

18. DEPARTMENT OF STATE POLICE

1) Applied Biosystems, LLC \$ 1,404,095.34 (3 years)
Foster City, CA **FY10-13** 75% General Fund
25% Restricted Fund
Forensic Science Reimbursement Fund
071B0200253 Reagents for DNA
Testing

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Lawson Software, Inc. \$ 2,546,705.20 (4 years)
St. Paul, MN **FY10-14** 44% General Fund
56% Restricted Fund
State Restricted Fund
084R0200093 Software
Maintenance and Support

2) Berger Chevrolet \$ 937,500.00 (5 years)
Grand Rapids, MI **FY10-13** 100% Restricted Fund
State Trunkline Fund
071I0200131 Dealer Pre-
Qualification Program for
Vehicles-for Department of
Transportation and Mi-DEAL

Bill Snethkamp \$ 937,500.00 (5 years)
Lansing, MI **FY10-13** 100% Restricted Fund
State Trunkline Fund
071I0200131 Dealer Pre-
Qualification Program for
Vehicles-for Department of
Transportation and Mi-DEAL

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

Champion Chrysler Jeep Dodge \$ 937,500.00 (5 years)
Lansing, MI **FY10-13** 100% Restricted Fund
State Trunkline Fund
071I0200131 Dealer Pre-
Qualification Program for
Vehicles-for Department of
Transportation and Mi-DEAL

Champion Chevrolet \$ 937,500.00 (5 years)
Howell Rapids, MI **FY10-13** 100% Restricted Fund
State Trunkline Fund
071I0200131 Dealer Pre-
Qualification Program for
Vehicles-for Department of
Transportation and Mi-DEAL

Fairlane Ford \$ 937,500.00 (5 years)
Dearborn, MI **FY10-13** 100% Restricted Fund
State Trunkline Fund
071I0200131 Dealer Pre-
Qualification Program for
Vehicles-for Department of
Transportation and Mi-DEAL

Garbor Chevrolet \$ 937,500.00 (5 years)
Midland, MI **FY10-13** 100% Restricted Fund
State Trunkline Fund
071I0200131 Dealer Pre-
Qualification Program for
Vehicles-for Department of
Transportation and Mi-DEAL

Gorno Ford \$ 937,500.00 (5 years)
Woodhaven, MI **FY10-13** 100% Restricted Fund
State Trunkline Fund
071I0200131 Dealer Pre-
Qualification Program for
Vehicles-for Department of
Transportation and Mi-DEAL

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

| | |
|--|---|
| LaFontaine Auto Group Highland, MI | \$ 937,500.00 (5 years) FY10-13 100% Restricted Fund <i>State Trunkline Fund</i> 071I0200131 Dealer Pre- Qualification Program for Vehicles-for Department of Transportation and Mi-DEAL |
| Red Holman Buick GMC Westland, MI | \$ 937,500.00 (5 years) FY10-13 100% Restricted Fund <i>State Trunkline Fund</i> 071I0200131 Dealer Pre- Qualification Program for Vehicles-for Department of Transportation and Mi-DEAL |
| Shaheen Chevrolet Lansing, MI | \$ 937,500.00 (5 years) FY10-13 100% Restricted Fund <i>State Trunkline Fund</i> 071I0200131 Dealer Pre- Qualification Program for Vehicles-for Department of Transportation and Mi-DEAL |
| Signature Ford Owosso, MI | \$ 937,500.00 (5 years) FY10-13 100% Restricted Fund <i>State Trunkline Fund</i> 071I0200131 Dealer Pre- Qualification Program for Vehicles-for Department of Transportation and Mi-DEAL |
| Sterling Heights Dodge Sterling Heights, MI | \$ 937,500.00 (5 years) FY10-13 100% Restricted Fund <i>State Trunkline Fund</i> 071I0200131 Dealer Pre- Qualification Program for Vehicles-for Department of Transportation and Mi-DEAL |

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

Thelen Chrysler Dodge Jeep \$ 937,500.00 (5 years)
Bay City, MI **FY10-13** 100% Restricted Fund
 State Trunkline Fund
 071I0200131 Dealer Pre-
 Qualification Program for
 Vehicles-for Department of
 Transportation and Mi-DEAL

Tri County International \$ 937,500.00 (5 years)
Trucks **FY10-13** 100% Restricted Fund
Dearborn, MI *State Trunkline Fund*
 071I0200131 Dealer Pre-
 Qualification Program for
 Vehicles-for Department of
 Transportation and Mi-DEAL

Varsity Ford \$ 937,500.00 (5 years)
Ann Arbor, MI **FY10-13** 100% Restricted Fund
 State Trunkline Fund
 071I0200131 Dealer Pre-
 Qualification Program for
 Vehicles-for Department of
 Transportation and Mi-DEAL

VIP Truck Center \$ 937,500.00 (5 years)
Livonia, MI **FY10-13** 100% Restricted Fund
 State Trunkline Fund
 071I0200131 Dealer Pre-
 Qualification Program for
 Vehicles-for Department of
 Transportation and Mi-DEAL

20. DEPARTMENT OF TRANSPORTATION

1) Safety Services, Inc. \$ 457,918.90 (3 years)
Kalamazoo, MI **FY10-13** 100% Restricted Fund
 State Trunkline Fund
 071B0200266 Miscellaneous
 Safety Supplies

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

21. CIVIL SERVICE COMMISSION

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22. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) Tracy Time System \$ 45,061.58 Amendment
Grand Rapids, MI \$ 1,546,475.06 New Total
FY10 40% Federal Fund
30% General Fund
30% Restricted Fund
Correction Industries Fund
071B4200039 Computerized
Timekeeping System-department
of Military and Veterans
Affairs

23. DEPARTMENT OF STATE

1) Unisys Corporation \$ 84,266.00 Amendment
Okemos, MI \$ 169,552.76 New Total
FY10 92% Restricted Fund
Administrative Order Processing Fee
8% General Fund
071B0200099 Additional funds
to add the "Recreation
Passport" to the MDOS Renewal
by Mail System Maintenance
contract

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) ADP, Inc. \$ 450,000.00 Amendment
Alpharetta, GA \$ 1,836,025.00 New Total
FY10-11 100% Restricted Fund
State Sponsored Group Insurance Fund
071B7200131 Additional
funding for a one-year option
to the contract for
Administration of Flexible
Spending Accounts for
Employees, Civil Service
Commission

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

| | | |
|----|---|--|
| 2) | Deloitte Consulting LLP New York, NY | \$ 4,255,010.00 Amendment \$ 28,890,010.00 New Total FY10-12 100% General Fund 071B8200018 Additional funding for SAP Software Services, Maintenance, Support, Training and Consulting Services for MITAS and Michigan Business Tax system, Department of Treasury |
| 3) | USA Mobility Wireless, Inc. Alexandria, VA | \$ 0.00 Amendment \$ 700,000.00 New Total FY10-12 100% Revolving Fund 071B8200142 For a one-year option to the contract for Paging Leasing and Services, Statewide |

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

Various RE:START Vendors

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

4) Lazer Technologies
(William Smith)
Southfield, MI

NOT TO EXCEED
\$ 138,880.00 Amendment
\$ 419,080.00 New Total
FY10 100% Restricted Fund
See bid tab for list of funds
071B8200238 Additional
funding for a one-year option
to the contract for a Senior
Programmer Analyst for the
Department of Treasury
Collections Enforcement
Division. The provision of
these services will
accommodate the assignment of
assessed receivables to a
second, third-party collection
vendor in the legacy
application code which now can
assign to only one, third-
party collection vendor

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- 5) Millennium Software
(Frank Yancey)
Southfield, MI
- NOT TO EXCEED
\$ 133,920.00 Amendment
\$ 433,440.00 New Total
FY10 100% Restricted Fund
See bid tab for list of funds
071B8200237 Additional
funding for a one-year option
to the contract for
continuation of services of
one Sr. Programmer Analyst to
assist the Department of
Treasury Collections
Enforcement Division. The
provision of these services
will accommodate the
assignment of assessed
receivables to a second,
third-party collection vendor
in the legacy application code
which now can assign to only
one, third-party collection
vendor
- 6) Red Cedar Solutions
(Chris Weiss)
Okemos, MI
- NOT TO EXCEED
\$ 228,160.00 Amendment
\$ 497,385.00 New Total
FY10 100% Revolving Funds
Human Services Fund
071B9200295 Additional
funding for a one-year option
to the contract for the
continuation of services of
one Enterprise Architect to
assist the Department of
Technology, Management and
Budget and the Office of
Enterprise Architecture to aid
in the design, development,
and implementation of
solutions and to ensure the
consistent use of technology
standards

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- 7) Unified Business NOT TO EXCEED
Technologies \$ 103,664.00 Amendment
(Arun Varde) \$ 207,328.00 New Total
Troy, MI **FY10-11** 50% General Fund
50% Federal Fund
071B0200050 Additional
funding for the continuation
of services of one Programmer
Analyst to assist the
Department of Human Services
with the support of the
Services Worker Support System
application
- 8) Vanco Technologies NOT TO EXCEED
(Trinadha Bonula) \$ 151,776.00 Amendment
Lansing, MI \$ 507,376.00 New Total
FY10 100% Restricted Fund
See bid tab for list of funds
071B8200239 Additional
funding for continuation of
services of one Sr. Programmer
Analyst to assist the
Department of Treasury
Collections Enforcement
Division. The provision of
these services will
accommodate the assignment of
assessed receivables to a
second, third-party collection
vendor in the legacy
application code which now can
assign to only one, third-
party collection vendor

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

25. DEPARTMENT OF ATTORNEY GENERAL

- 1) Julius Curling \$190.25

The claimant (10-SAB-107) requests \$190.25 reimbursement for expenses incurred when involved in an accident while driving his vehicle for State business. The Committee recommends approval of this claim.

- 2) Jessica Hodgson \$550.00

The claimant (08-SAB-142) requests \$550.00 reimbursement for damage to her vehicle while driving it for State business. The Committee recommends approval of this claim.

26. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) Aimee Acha #459795 \$ 59.95

The claimant (10-SAB/DOC-297) requests \$59.95 reimbursement for his watch and pop card lost while under control of the Department. The Committee recommends approval of \$36.04 for this claim.

- 2) Terry Bauder #228267 \$ 10.00

The claimant (10-SAB/DOC-354) requests \$10.00 reimbursement for his watch lost while under control of the Department. The Committee recommends approval of \$1.69 for this claim.

- 3) James Bell #418391 \$123.10

The claimant (10-SAB/DOC-194) requests \$123.10 reimbursement for his magazines lost while under control of the Department. The Committee recommends approval of \$61.55 for this claim.

- 4) Willie Brooks #457965 \$ 89.00

The claimant (10-SAB/DOC-365) requests \$89.00 reimbursement for his footlocker damaged by staff. The Committee recommends approval of this claim.

26. DEPARTMENT OF CORRECTIONS continued

- 5) Jamal Brown #203827 \$ 45.66

The claimant (10-SAB/DOC-313) requests \$45.66 reimbursement for his shoes, dominos, padlock, mirrors, extension cord and food lost while under control of the Department. The Committee recommends approval of \$29.75 for this claim.

- 6) Daniel Chandler #250214 \$ 34.87

The claimant (10-SAB/DOC-322) requests \$34.87 reimbursement for his watch and a pair of gloves ordered and never received. The Committee recommends approval of this claim.

- 7) Ali Fahiree #175762 \$ 39.46

The claimant (10-SAB/DOC-317) requests \$39.46 reimbursement for his thermal top damaged while under control of the Department. The Committee recommends approval of this claim.

- 8) Donald Lawrence #584168 \$ 30.88

The claimant (10-SAB/DOC-326) requests \$30.88 reimbursement for his hobby craft order never received. The Committee recommends approval of this claim.

- 9) Angela McCreery #444763 \$ 19.50

The claimant (10-SAB/DOC-339) requests \$19.50 reimbursement for her sweat suit lost during a fire at the laundry. The Committee recommends approval of this claim.

- 10) Eric Rodgers #154877 \$143.95

The claimant (10-SAB/DOC-332) requests \$143.95 reimbursement for two footlockers damaged during transfer from one facility to another. The Committee recommends approval of this claim.

- 11) Francisco Stecker #371619 \$160.06

The claimant (10-SAB/DOC-353) requests \$160.06 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$140.41 for this claim.

26. DEPARTMENT OF CORRECTIONS continued

12) Jerome Sweezer #169468 \$ 24.75

The claimant (10-SAB/DOC-333) requests \$24.75 reimbursement for his J.L. Marcus order he never received. The Committee recommends approval of \$23.74 for this claim.

13) L. T. Tucker #132271 \$330.00

The claimant (10-SAB/DOC-347) requests \$330.00 reimbursement for his typewriter damaged by staff. The Committee recommends denial of this claim.

14) Tyrone Williams #167128 \$365.00

The claimant (10-SAB/DOC-318) requests \$365.00 reimbursement for monies removed from his account. The Committee recommends denial of this claim.

15) Michael Woodworth #265120 \$ 54.99

The claimant (10-SAB/DOC-312) requests \$54.99 reimbursement for his shoes lost while under control of the Department. The Committee recommends approval of \$34.99 for this claim.

27. DEPARTMENT OF TRANSPORTATION

1) Edwin Bugai \$344.69

The claimant (10-SAB-070) requests \$344.69 reimbursement for damage to his vehicle after hitting a pothole. The Committee recommends denial of this claim.

2) William Clinton Jr. \$631.76

The claimant (10-SAB-078) requests \$631.76 reimbursement for damage to his vehicle after hitting a pothole. The Committee recommends denial of this claim.

3) Daniel Graham \$398.16

The claimant (10-SAB-079) requests \$398.16 reimbursement for damage to his vehicle after hitting a pothole. The Committee recommends denial of this claim.

27. DEPARTMENT OF TRANSPORTATION continued

4) Charmell Hooks \$999.99

The claimant (10-SAB-071) requests \$999.99 reimbursement for damage to her vehicle after hitting a pothole. The Committee recommends denial of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

28. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

Reporting two emergency purchases as follows:

- 1) \$35,504.79 with VidCom Solutions for the installation of a Galaxy Alarm System at the Emergency Multi Operations Information Center in the new State Police Headquarters building, and
- 2) \$34,622.88 with VidCom Solutions for the installation of a Galaxy Alarm System at the Department of Military and Veterans Affairs, Camp Grayling multi-purpose range 30 complex entrance.

29. DEPARTMENT OF TECHNOLOGY, MANAGEMENT, AND BUDGET

- 1) The Secretary of the State Administrative Board requests approval of the State Administrative Board 2011 Calendar of Meetings and F&C Deadlines
- 2) Requests approval to release allotment for a capital outlay appropriation included in Section 119 of Public Act 111 of 2010 totaling \$100 (\$100 state general fund) for the Sangren Hall Replacement project at Western Michigan University (total authorized cost \$60,000,000; state building authority share \$11,699,800; Western Michigan University share \$48,300,000; state general fund share \$200) for the fiscal year ending September 30, 2010.

30. DEPARTMENT OF TREASURY/MICHIGAN STRATEGIC FUND

- 1) Requests approval of an amendment to the Alpena Prototype Biorefinery, LLC - City of Alpena/Alpena County existing 15-year Renewable Energy Renaissance Zone that began January 1, 2010 and will expire December 31, 2024, and
- 2) Requests approval of a new Forest Products Processing Renaissance Zone, Verso Quinnesec LLC - Breitung Township/Dickinson County.

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

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

7/26/10 11:15 version

FINANCE AND CLAIMS COMMITTEE

July 27, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 3, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1s. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- | | |
|--|---|
| 1) Various Special Assistant Attorneys General (Listing on file) | \$ 0.00 Total Revenue Generating To provide legal services relative to potential claims for recovery of funds from certain major oil companies |
|--|---|

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

2s. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- | | |
|--------------------------------------|---|
| 1) Airgas Great Lakes Lansing, MI | \$ 194,716.00 (5 years) FY10-15 50% Restricted Fund <i>Drinking Water Lab Fees</i> 50% Restricted Fund <i>Environmental Lab</i> <i>Interdepartmental Transfers</i> 071B0200274 Liquid Nitrogen |
|--------------------------------------|---|

3s. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- | | | |
|----|---|---|
| 1) | BP Canada Energy Company Traverse City, MI | \$ 500,000.00 (3 years) FY10-13 Various Funding 071R0200295 Natural Gas Pre- Qualification Program, Statewide |
| | Constellation NewEnergy Gas Division Fort Gratiot, MI | \$ 500,000.00 (3 years) FY10-13 Various Funding 071R0200295 Natural Gas Pre- Qualification Program, Statewide |
| 2) | Xerox Corporation Norwalk, CT | \$ 2,649,893.60 (5 years) FY10-15 100% Revolving Fund 071B0200265 Production Printers and Full Service Maintenance for the Consolidated Print Centers |

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

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

7/26/2010 11:15 version

FINANCE AND CLAIMS COMMITTEE

July 27, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 3, 2010, 11:00 a.m.
Lake Superior Room
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this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

1a. DEPARTMENT OF HUMAN SERVICES

- | | |
|--|---|
| 1) Early Childhood Investment Corporation Lansing, MI | \$ 5,700,000.00 Total FY10-11 100% Recovery Funds One-year, one-month, 28-day grant to provide additional professional development and training to child care providers, to award scholarships for quality program improvements, and to add program materials |
|--|---|

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

2a. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- | | |
|--|--|
| 1) Statewide Workforce Development Boards (Listing on file) | \$ 19,227,052.00 Amendment \$ 37,958,600.00 New Total FY10-11 100% Recovery Funds (WIA National Emergency Grant) The Grantees will receive additional federal ARRA funds to provide employment and training services to dislocated workers due to plant closures and lay-offs in the areas served by the Grantees |
|--|--|

2a. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH continued

| | | |
|----|---|---|
| 2) | The Center for Automotive Research Ann Arbor, MI | \$ 50,000.00 Amendment \$ 700,300.00 New Total |
|----|---|---|

FY10-11 100% Recovery Funds
Additional federal ARRA funds to be awarded to the Grantee to continue coordination efforts to assist employers, employees and dislocated workers undergoing auto industry restructuring

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

3a. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

| | | |
|----|---|--|
| 1) | Michigan State University East Lansing, MI | \$ 40,000.00 (one-time) FY10 100% Recovery Funds 751R0201461 Spotted/Diffuse Knapweed Bio-control and Monitoring Services |
|----|---|--|

4a. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

Various RE:START Vendors

Short-term Staff Augmentation for information technology for various departments

| | | |
|----|---|--|
| 1) | Gnosis Technologies (William Kerr) Dewitt, MI | NOT TO EXCEED \$ 186,496.00 (1 year) FY10 67% Federal Fund 33% Recovery Funds 071I0200156 For a Project Manager to assist the Department of Education to provide the overall supervision of the development and implementation of the Special Education Mediation, Due Process, and Complaints, Early Childhood Individualized Family Service Plan, Individualized Education Program, Supplemental Education Services, and other MDE projects as needed |
|----|---|--|

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of July 27, 2010. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of June 27, 2010, be approved and adopted with the withdrawal of Item 3(1) of the regular agenda at the State Administrative Board meeting on August 3, 2010. The motion was supported by Mr. Berger and unanimously approved with the exception of Mr. Isom's abstention on Item 7(5) of the regular agenda.

APPROVED

August 3, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on July 28, 2010. Those present
being:

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

Member: Katelyn Carey, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Tom Graf, Tom Hoane, Department of Natural Resources and
Environment; Sherry Bond, Department of Technology, Management
and Budget; Mike Blackledge, Claire Carter, Connie Hanrahan, Mike
Middaugh, Betsy Steudle, Brian Walsh, Department of
Transportation

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

Following discussion, Mr. Shell moved that the Department of Natural
Resources and Environment, Mineral and Land Management Section agenda
be recommended to the State Administrative Board for approval.
Supported by Ms. Carey, the motion was unanimously adopted.

The Department of Natural Resources and Environment, Water Resources
Division agenda was presented.

Following discussion, Mr. Shell moved that the Department of Natural
Resources and Environment, Water Resources Division agenda be
recommended to the State Administrative Board for approval. Supported
by Ms. Carey, the motion was unanimously adopted.

The Department of Transportation regular agenda was presented.

Following discussion, Mr. Shell moved that the Transportation regular
agenda be recommended to the State Administrative Board for approval

Transportation and Natural Resources Report
July 28, 2010
Page 2

with Item 36 contingent upon the agenda item being rewritten to indicate it was an authorization revision. Supported by Ms. Carey, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

A G E N D A

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

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - July 28, 2010 - 3:30 P.M.
State Administrative Board Meeting - August 3, 2010 - 11:00 A.M.

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

MINERAL LEASE

1. **SIX DIRECT METALLIC MINERAL LEASES - DEVELOPMENT AND DEVELOPMENT WITH RESTRICTION:** Metallic mineral lease rights to 1,698.31 acres, more or less, of state-owned mineral rights, located in Sections 1, 2, and 3, T44N, R29W, Sagola Township, Dickinson County, and Sections 34, 35, and 36, T45N, R29W, Humboldt Township, Marquette County, have been requested by Kennecott Eagle Minerals Company of Ishpeming, Michigan.

Terms: Ten-year term, standard rental (\$3.00 per acre), royalty (variable), and \$5,094.93 bonus consideration (\$3.00 per acre).

The Chief of Forest Management Division approved Item 1 on July 11, 2010. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources and Environment

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

AGENDA

DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT LAND AND WATER MANAGEMENT DIVISION

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

July 28, 2010

State Administrative Board

August 3, 2010

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

SUBMERGED LANDS

1. Proposed Deed (0.33 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Thomas and Pamela Maliskey (File SBC 297)

Consideration: \$4,214 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339, Control of Certain State Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$4,214 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

2. Proposed Deed (0.24 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Jack Flechsig (File SBC 383)

Consideration: \$15,033 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$15,033 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

3. Proposed Deed (0.26 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Kathy Stephenson, et al. (File SBC 027)

Consideration: \$2,573 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$2,573 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

4. Proposed Deed (0.90 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Gary Burgess (File MC 348-349)

Consideration: \$9,362 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$9,362 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.
5. Proposed Deed (0.29 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Jan Smits (File SBC 335-336)

Consideration: \$10,325 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$10,325 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

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

Applicant: Richard Tanari (File NC 090)

Consideration: \$4,850 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$4,850 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.
7. Proposed Deed (0.23 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Gerald Barr (File MC 366)

Consideration: \$6,124 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$6,124 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

Elizabeth M. Browne, Chief
Land and Water Management Division
Department of Natural Resources and Environment

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 28, 2010 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: August 3, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A ” (Excess Property - Mutual Benefit Exchange)
Tract 1288, Control Section 23042, Parcel 35PV, Part A

The subject tract is located in the Township of Delta, Eaton County, Michigan, and contains approximately 8,132 square feet. The property to be acquired is owned by Horrock’s Farm Market. It is located in the Township of Delta, Eaton County, Michigan, and contains approximately 502 square feet. The purpose of this mutual benefit exchange is to facilitate safety improvements at the intersection of Canal Road and M-43. The transaction involves an exchange as part of a negotiated settlement for additional right-of-way for the improvement of M-43. MDOT will acquire a 2.5-foot strip of right-of-way totaling 502 square feet along M-43, and a consent to grade a 6.5-foot wide strip of land to smooth the construction boundary. MDOT will also receive a consent to close one of Horrock’s two drives along M-43. In exchange, MDOT will convey 8,132 square feet of a portion of the clear vision corner to Horrock’s Farm Market, which will allow Horrock’s to replace parking being lost to the MDOT acquisition. The transaction was approved for mutual benefit exchange by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on June 28, 2010; therefore an appraisal is not necessary. The tract was not offered to the local municipalities because it is part of a mutual benefit exchange. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This mutual benefit exchange transaction will administratively settle negotiations to acquire the necessary right-of-way for the Canal Road/M-43 construction project.

Purpose/Business Case: The purpose of this mutual benefit exchange is to facilitate a safety improvement project at the intersection of Canal Road and M-43.

Benefit: MDOT will benefit by saving the cost of purchasing the right-of-way, the payment of damages for the closure of one drive access to M-43, and the cost of a grading permit to smooth the boundary of construction. MDOT will also avoid paying potential costs involved in an eminent domain action.

Funding Source: N/A.

Commitment Level: MDOT is committed to a mutual benefit exchange of property at no additional cost to MDOT.

Risk Assessment: If this exchange is not approved, there is a strong potential the proposed right-of-way acquisition for this project would have to be resolved through an eminent domain action.

* Denotes a non-standard contract/amendment

Cost Reduction: This is a mutual benefit exchange.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48917.

2. AERONAUTICS AND FREIGHT (Aeronautics) – Rehabilitation of PAPI

Contract (2010-0370) between MDOT and the Roscommon County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the precision approach path indicators (PAPI) on runway 9/27 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 \$50,000. Source of Funds: FAA Funds (via block grant) - \$40,000; State Bond Funds - \$8,750; Roscommon County Funds - \$1,250.

Criticality: This project will enhance airport safety for aeronautical activity, in accordance with FAA operational safety guidelines.

Purpose/Business Case: To provide for the rehabilitation of the PAPI on runway 9/27 (foundation repair).

Benefit: Will enhance airport safety.

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 construction will be bid locally and awarded to the lowest bidder. 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: 48629.

3. *AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvements

Contract (2010-0371) between MDOT, the City of West Branch, and the Ogemaw County Board of Commissioners will provide federal and state grant funds for the expansion and rehabilitation of the terminal building at the West Branch Community Airport in West Branch, 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 \$592,250. Source of Funds: FAA Funds (via block grant) - \$562,637; State Restricted Aeronautics Funds - \$14,806; City of West Branch/Ogemaw County Funds - \$14,807.

Criticality: This project will increase the capacity for passenger operations and services and is essential to creating a safer and more efficient system.

Purpose/Business Case: To provide for the expansion and rehabilitation of the terminal building.

Benefit: Will bring the airport into compliance with current FAA standards and will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of West Branch/Ogemaw Funds.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48661.

4. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0372) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide federal and state grant funds for the reimbursement of land acquisition costs for parcel 40 at the South Haven Area Regional Airport in South Haven, 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 \$102,000. Source of Funds: FAA Funds (via block grant) - \$96,900; State Restricted Aeronautics Funds - \$2,550; SHARAA Funds - \$2,550.

Criticality: All land acquisitions are federally mandated to meet FAA safety requirements. All airports are required to control runway protection zones. The property acquisition will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the reimbursement of funds to SHARAA for the acquisition and closing costs of parcel 40.

Benefit: Will enhance airport safety by ensuring clear approaches to the runway.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% SHARAA 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 costs were 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: 49090.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0374) between MDOT and the City of White Cloud will provide federal and state grant funds for the land acquisition costs of parcels E7 through E14 at the White Cloud Airport in White Cloud, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$277,458. Source of Funds: FAA Funds (via block grant) - \$221,966; State Bond Funds - \$48,555; City of White Cloud Funds - \$6,937.

Criticality: All land acquisitions are federally mandated to meet FAA safety requirements. All airports are required to control runway protection zones. The property acquisitions will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the land acquisition costs of parcels E7 through E14, including consultant costs, parcel and closing costs, and the update of the property map.

* Denotes a non-standard contract/amendment

Benefit: Will allow the land, which is needed for the extension of runway 36, to be purchased.
Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of White Cloud Funds.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
Cost Reduction: The consultant contracts were 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: 49349.

6. AERONAUTICS AND FREIGHT (Aeronautics) – Rehabilitation of Runways
Contract (2010-0376) between MDOT and the Marlette Township will provide federal and state grant funds for the rehabilitation of runways 1/19 and 9/27 at the Marlette Township Airport in Marlette, 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 \$365,000. Source of Funds: FAA Funds (via block grant) - \$346,750; State Restricted Aeronautics Funds - \$9,125; Marlette Township Funds - \$9,125.

Criticality: The existing runway pavements are in poor condition and in need of rehabilitation. This will reduce the potential for loose material to be ingested into jet engines, which could result in damage requiring costly repairs or in injuries to ground personnel.

Purpose/Business Case: To provide for the rehabilitation of runways 1/19 and 9/27.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were two bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48453.

7. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvements
Contract (2010-0377) between MDOT and the Oceana County Board of Commissioners will provide federal and state grant funds for the installation of terminal area fencing and the development of engineering plans for the construction of a partial parallel taxiway for runway 27 end at the Oceana County Airport in Hart, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$178,000. Source of Funds: FAA Funds (via block grant) - \$169,100; State Restricted Aeronautics Funds - \$4,450; Oceana County Funds - \$4,450.

Criticality: This project will enhance airport safety for aeronautical activity, in accordance with FAA operational safety guidelines.

Purpose/Business Case: To provide for the installation of terminal area fencing and the development of engineering plans for the construction of a partial parallel taxiway for runway 27 end.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders. 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: 49455.

8. AERONAUTICS AND FREIGHT (Aeronautics) – Rehabilitation of Apron

Contract (2010-0378) between MDOT and the City of Marshall will provide federal and state grant funds for rehabilitation of the southern portion of the apron, including connector, at the Brooks Field in Marshall, 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 \$191,000. Source of Funds: FAA Funds (via block grant) - \$181,450; State Restricted Aeronautics Funds - \$4,775; City of Marshall Funds - \$4,775.

Criticality: This project will enhance airport safety for aeronautical activity, in accordance with FAA operational safety guidelines.

Purpose/Business Case: To provide for the rehabilitation of the southern portion of the apron, including connector.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Marshall Funds.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were two bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49068.

9. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (25005-111004) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the upgrade of flashing-light signals and the addition of half-roadway gates at the grade crossing of Oak Road in Genesee County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Genesee County Road Commission and approved on June 10, 2010. The project cost is estimated at \$200,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$120,000; FY 2010 State Restricted Trunkline Funds - \$80,000.

Criticality: In June 2010, members of a review team determined that the upgrade of flashing-light signals and the addition of half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the upgrade of flashing-light signals and the addition of half-roadway gates at the existing grade crossing of GTW with Oak Road in Genesee County, Michigan.

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

Funding Source: FHWA Funds - \$120,000; FY 2010 State Restricted Trunkline Funds - \$80,000.

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

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

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Genesee County Road Commission.

Selection: N/A.

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

Zip Code: 48423.

10. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (25005-111006) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the addition of half-roadway gates at the grade crossing of Gale Road in Genesee County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Genesee County Road Commission and approved on June 10, 2010. The project cost is estimated at \$200,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$120,000; FY 2010 State Restricted Trunkline Funds - \$80,000.

Criticality: In June 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the addition of half-roadway gates at the existing grade crossing of GTW with Gale Road in Genesee County, Michigan.

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

Funding Source: FHWA Funds - \$120,000; FY 2010 State Restricted Trunkline Funds - \$80,000.

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

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

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Genesee County Road Commission.

Selection: N/A.

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

Zip Code: 48423.

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

Authorization (58009-110987) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the installation of half-roadway gates and the interconnection of circuitry with Norfolk Southern Railway Co. warning devices at the grade crossing of South Laplainsance Road in Monroe County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on May 4, 2010. The project cost is estimated at \$225,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$135,000; FY 2010 State Restricted Trunkline Funds - \$90,000.

Criticality: In May 2010, members of a review team determined that half-roadway gates and the interconnection of circuitry with Norfolk Southern Railway Company's warning devices were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates and the interconnection of circuitry with Norfolk Southern Railway Company's warning devices at the existing grade crossing of GTW with South Laplainsance Road in Monroe County, Michigan.

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

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

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

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

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

Selection: N/A.

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

Zip Code: 48145.

12. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (76015-111018) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Prior Road in Shiawassee County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Shiawassee County Road Commission and approved on June 10, 2010. The project cost is estimated at \$200,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$120,000; FY 2010 State Restricted Trunkline Funds - \$80,000.

Criticality: In June 2010, members of a review team determined that flashing-light signals and half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GTW with Prior Road in Shiawassee County, Michigan.

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

Funding Source: FHWA Funds - \$120,000; FY 2010 State Restricted Trunkline Funds - \$80,000.

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

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

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Shiawassee County Road Commission.

Selection: N/A.

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

Zip Code: 48429.

13. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (77011-111052) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Sheridan Road in St. Clair County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the St. Clair County Road Commission and approved on June 14, 2010. The project cost is estimated at \$225,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$135,000; FY 2010 State Restricted Trunkline Funds - \$90,000.

Criticality: In June 2010, members of a review team determined that flashing-light signals and half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GTW with Sheridan Road in St. Clair County, Michigan.

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

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

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

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

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the St. Clair County Road Commission.

Selection: N/A.

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

Zip Code: 48022.

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

Authorization (82006-111024) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the installation of half-roadway gates at the grade crossing of Will Carleton Drive in Wayne County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Wayne County Department of Public Services and approved on May 25, 2010. The project cost is estimated at \$220,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$132,000; FY 2010 State Restricted Trunkline Funds - \$88,000.

Criticality: In May 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates at the existing grade crossing of GTW with Will Carleton Drive in Wayne County, Michigan.

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

Funding Source: FHWA Funds - \$132,000; FY 2010 State Restricted Trunkline Funds - \$88,000.

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

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

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Wayne County Department of Public Services.

Selection: N/A.

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

Zip Code: 48134.

15. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (82091-111068) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the installation of half-roadway gates at the grade crossing of Goddard Road in Taylor, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Taylor and approved on June 25, 2010. The project cost is estimated at \$220,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$132,000; FY 2010 State Restricted Trunkline Funds - \$88,000.

Criticality: In May 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates at the existing grade crossing of GTW with Goddard Road in Taylor, Michigan.

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

Funding Source: FHWA Funds - \$132,000; FY 2010 State Restricted Trunkline Funds - \$88,000.

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

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

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

Selection: N/A.

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

Zip Code: 48180.

16. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (61066-111019) under Master Agreement (94-0802), dated July 15, 1994, between MDOT and Michigan Shore Railroad Company (Michigan Shore) will provide funding for the upgrade of flashers at the grade crossing of Sherman Boulevard in Muskegon Heights, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Muskegon Heights and approved on May 27, 2010. The project cost is estimated at \$72,915.06. Source of Funds: Federal Highway Administration (FHWA) Funds - \$43,749.04, FY 2010 State Restricted Trunkline Funds - \$29,166.02.

Criticality: In May 2010, members of a review team determined that the flashers needed to be upgraded to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the upgrade of flashers at the existing grade crossing of Michigan Shore with Sherman Boulevard in Muskegon Heights, Michigan.

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

Funding Source: FHWA Funds - \$43,749.04; FY 2010 State Restricted Trunkline Funds - \$29,166.02.

* Denotes a non-standard contract/amendment

Commitment Level: The authorization cost is based on Michigan Shore's detailed estimate. All costs will be paid on a force account basis.

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

Cost Reduction: The work will be performed by Michigan Shore on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Michigan Shore and the City of Muskegon Heights.

Selection: N/A.

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

Zip Code: 49444.

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

Authorization (82006-111022) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the installation of half-roadway gates at the grade crossing of Inkster Road in Wayne County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Wayne County Department of Public Services and approved on June 3, 2010. The project cost is estimated at \$140,240.79. Source of Funds: Federal Highway Administration (FHWA) Funds - \$84,144.47; FY 2010 State Restricted Trunkline Funds - \$56,096.32.

Criticality: In June 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates at the existing grade crossing of Conrail with Inkster Road in Wayne County, Michigan.

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

Funding Source: FHWA Funds - \$84,144.47; FY 2010 State Restricted Trunkline Funds - \$56,096.32.

Commitment Level: The authorization cost is based on Conrail's detailed estimate. All costs will be paid on a force account basis.

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

Cost Reduction: The work will be performed by Conrail on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the Wayne County Department of Public Services.

Selection: N/A.

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

Zip Code: 48164.

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

Authorization (82006-111023) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the installation of half-roadway gates at the grade crossing of Van Horn Road in Wayne County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds, appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Wayne County Department of Public Services and approved on June 3, 2010. The project cost is estimated at \$140,240.79. Source of Funds: Federal Highway Administration (FHWA) Funds - \$84,144.47; FY 2010 State Restricted Trunkline Funds - \$56,096.32.

Criticality: In June 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates at the existing grade crossing of Conrail with Van Horn Road in Wayne County, Michigan.

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

Funding Source: FHWA Funds - \$84,144.47; FY 2010 State Restricted Trunkline Funds - \$56,096.32.

Commitment Level: The authorization cost is based on Conrail's detailed estimate. All costs will be paid on a force account basis.

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

Cost Reduction: The work will be performed by Conrail on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the Wayne County Department of Public Services.

Selection: N/A.

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

Zip Code: 48164.

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

Authorization (03004-111015) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 120th Avenue in Allegan County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Allegan County Road Commission and approved on May 3, 2010. The project cost is estimated at \$250,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000.

Criticality: In May 2010, members of a review team determined that flashing-light signals and half-roadway gates were needed to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of CSX with 120th Avenue in Allegan County, Michigan.

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

Funding Source: FHWA Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000.

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

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

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Allegan County Road Commission.

Selection: N/A.

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

Zip Code: 49408.

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

Authorization (63062-110996) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of half-roadway gates at the grade crossing of 12 Mile Road in Novi, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Oakland County Road Commission and approved on May 18, 2010. The project cost is estimated at \$225,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$135,000; FY 2010 State Restricted Trunkline Funds - \$90,000.

Criticality: In May 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates at the existing grade crossing of CSX with 12 Mile Road in Novi, Michigan.

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

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

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

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

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Oakland County Road Commission.

Selection: N/A.

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

Zip Code: 48374.

21. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (70080-111016) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the addition of half-roadway gates at the grade crossing of 24th Street in Holland, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Holland and approved on May 3, 2010. The project cost is estimated at \$250,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000.

Criticality: In May 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the addition of half-roadway gates at the existing grade crossing of CSX with 24th Street in Holland, Michigan.

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

Funding Source: FHWA Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000.

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

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

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

Selection: N/A.

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

Zip Code: 49423.

22. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (70080-111017) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of half-roadway gates at the grade crossing of 32nd Street in Holland, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Holland and approved on May 3, 2010. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$105,000; FY 2010 State Restricted Trunkline Funds - \$70,000.

Criticality: In May 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates at the existing grade crossing of CSX with 32nd Street in Holland, Michigan.

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

* Denotes a non-standard contract/amendment

Funding Source: FHWA Funds - \$105,000; FY 2010 State Restricted Trunkline Funds - \$70,000.

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

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

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

Selection: N/A.

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

Zip Code: 49423.

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

Authorization (21007-111013) under Master Agreement (94-1046), dated September 1, 1994, between MDOT and Wisconsin Central, Ltd. (WC), will provide funding for the addition of half-roadway gates at the grade crossing of County Road 420 in Delta County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Delta County Road Commission and approved on May 20, 2010. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$105,000; FY 2010 State Restricted Trunkline Funds - \$70,000.

Criticality: In May 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the addition of half-roadway gates at the existing grade crossing of WC with County Road 420 in Delta County, Michigan.

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

Funding Source: FHWA Funds - \$105,000; FY 2010 State Restricted Trunkline Funds - \$70,000.

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

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

Cost Reduction: The work will be performed by WC on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of WC and the Delta County Road Commission.

Selection: N/A.

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

Zip Code: 49829.

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

Authorization (73008-110816) under Master Agreement (94-1047), dated July 11, 1994, between MDOT and Huron & Eastern Railway Company, Inc. (H&E), will provide funding for the elimination of the grade crossings of Tyler Street and Carrollton Road in Saginaw County, Michigan. Funding for this project is provided by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). This work, to be undertaken as part of MDOT's crossing elimination program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Saginaw County Road Commission and approved on May 5, 2010. The project cost is estimated at \$116,285.15. Source of Funds: FY 2010 State Restricted Trunkline Funds - \$116,285.15.

Criticality: Elimination of the crossings will enhance safety for motorists.

Purpose/Business Case: To provide funding for the elimination of the existing grade crossings of H&E with Tyler Street and Carrollton Road in Saginaw County, Michigan

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section. This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent.

Funding Source: FY 2010 State Restricted Trunkline Funds- \$116,285.15.

Commitment Level: The authorization cost is based on a detailed estimate. All costs will be paid on a force account basis.

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

Cost Reduction: The work will be performed by H&E on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of H&E and the Saginaw County Road Commission.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48604.

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

Authorization (58009-110985) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Co. (NS) will provide funding for the installation of half-roadway gates at the grade crossing of South Laplainsance Road in Monroe County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on May 4, 2010. The project cost is estimated at \$250,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000.

Criticality: In May 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates at the existing grade crossing of NS with South Laplainsance Road in Monroe County, Michigan.

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

Funding Source: FHWA Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000.

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

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

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

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

Zip Code: 48145.

26. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (58009-110995) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Co. (NS) will provide funding for the installation of half-roadway gates and the interconnection of circuitry with the Grand Trunk Western Railroad Company (GTW) warning devices at the grade crossing of South Laplainsance Road in Monroe County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on May 4, 2010. The project cost is estimated at \$250,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000

Criticality: In May 2010, members of a review team determined that half-roadway gates and the interconnection of circuitry with GTW's warning devices were needed to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates and the interconnection of circuitry with the GTW warning devices at the existing grade crossing of NS with South Laplainsance Road in Monroe County, Michigan.

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

Funding Source: FHWA Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000.

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

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

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

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

Zip Code: 48145.

27. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work
Authorization (58066-110997) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Co. (NS) will provide funding for the installation of half-roadway gates at the grade crossing of Third Street in Monroe, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Monroe and approved on May 4, 2011. The project cost is estimated at \$250,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000.

Criticality: In May 2010, members of a review team determined that half-roadway gates were needed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates at the existing grade crossing of NS with Third Street in Monroe, Michigan.

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

Funding Source: FHWA Funds - \$150,000; FY 2010 State Restricted Trunkline Funds - \$100,000.

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

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

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

Selection: N/A.

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

Zip Code: 48161.

28. AERONAUTICS AND FREIGHT (Freight) – Railroad Crossing Closure

Contract (2010-0328) between MDOT and the City of Sturgis will provide a lump sum incentive payment in exchange for the City's action to close William Street at its grade crossing with Michigan Southern Railroad. Cash incentive payments to local road jurisdictions are provided for by MCLA 247.661(1)(c)(iv) and 247.661(14)(f). This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year from the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$50,000. Source of Funds: FY 2010 State Restricted Trunkline Funds - \$50,000.

Criticality: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent.

Purpose/Business Case: To provide funding for the closure of William Street at the existing grade crossing of Michigan Southern Railroad in the City of Sturgis.

Benefit: The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing William Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes at this location.

Funding Source: FY 2010 State Restricted Trunkline Funds- \$50,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: If this authorization is not approved, the closure will not be undertaken.

Cost Reduction: The costs of accomplishing the closure will be the responsibility of the road authority and the railroad. MDOT will not be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49091.

29. AERONAUTICS AND FREIGHT (Freight) – Railroad Crossing Closure

Contract (2010-0351) between MDOT and the Road Commission for Oakland County provides a lump sum incentive payment in exchange for the County's action to eliminate the Novi Road at-grade crossing with CSX Transportation, Inc. (CSX), in Novi, Michigan. Cash incentive payments to local road jurisdictions are provided for by MCLA 247.661(1)(c)(iv) and 247.661(14)(f). This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All crossing elimination work will be completed within one year from the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$75,000. Source of Funds: FY 2010 State Restricted Trunkline Funds - \$75,000.

Criticality: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent.

Purpose/Business Case: To provide funding for the elimination of the existing Novi Road at-grade crossing with CSX in the City of Novi.

Benefit: The crossing elimination is being undertaken by the County to enhance motorist safety. Eliminating the Novi Road railroad crossing will end at-grade vehicular movements over this crossing and eliminate potential car-train crashes at this location.

Funding Source: FY 2010 State Restricted Trunkline Funds- \$75,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to the County's decision to eliminate the at-grade crossing. Failure to provide this funding would jeopardize the crossing elimination and its associated public safety benefits.

Cost Reduction: The costs to eliminate the crossing will be the responsibility of the road authority and the railroad. MDOT will not be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48375.

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

Contract (2010-0350) between MDOT and the Saginaw County Road Commission is a state infrastructure bank (SIB) loan to assist the county in financing transportation improvements associated with riverbank failures on Sharon Road, Saginaw County. The loan will allow the Saginaw County Road Commission to reconstruct and rehabilitate Sharon Road and reopen a major primary road in Saginaw County. MDOT will loan \$1,228,181 at three percent interest to the Saginaw County Road Commission. The contract will be in effect from the date of award through December 31, 2015. Source of Funds: SIB Loan Funds \$1,228,181.

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

Purpose/Business Case: This contract will provide a SIB loan to the Saginaw County Road Commission to cover costs associated with the Sharon Road bank stabilization project.

Benefit: This project will allow the Saginaw County Road Commission to reconstruct and reopen Sharon Road this year instead of the planned 2013/2014 schedule.

Funding Source: SIB Loan Funds - \$1,228,181.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the Saginaw County Road Commission does not receive the loan, it will not be able to open Sharon Road for another three years, which would cause undue hardship for the community.

Cost Reduction: The loan only covers costs for which funding is not available from other sources.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48601.

31. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0587/A2) between MDOT and Orchard, Hiltz, & McCliment, Inc., will extend the term of the indefinite delivery of services (IDS) contract by approximately eight months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z2). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be September 6, 2006, through May 11, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: This contract will expire on September 5, 2010. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z2), and the traffic signal optimization services under authorization (Z2) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by approximately eight months to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including traffic signal optimization services under authorization (Z2). 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.

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

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

Risk Assessment: If this amendment is not approved, authorizations issued under it cannot be extended as needed, and the consultant will not be able to complete ongoing projects for which additional time is needed, including traffic signal optimization services under authorization (Z2).

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

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

New Project Identification: This is not a new project.

Zip Code: 48075.

32. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R3) under Contract (2006-0587) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the authorization term by approximately eight months to provide sufficient time for the consultant to complete the traffic signal optimization services. The additional time is needed because of delays in other construction projects, closures in the area, and the need for the prime consultant to replace one of the subconsultants to complete the work. The original authorization provides for traffic signal optimization services to be performed at various locations in the Metro Region (CS 82900 - JN 88075C). The revised authorization term will be January 19, 2007, through May 11, 2011. The authorization amount remains unchanged at \$566,174.80. The contract term is September 6, 2006, through May 11, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Traffic signal optimization is crucial to ensure that traffic progresses evenly and that congestion and emissions are reduced. This revision will allow after-runs and a final evaluation to be completed to ensure that comprehensive optimization has been achieved.

Purpose/Business Case: To extend the authorization term by approximately eight months to provide sufficient time for the consultant to complete the traffic signal optimization services. This authorization provides for the optimization of nearly all traffic signals in Wayne County. The additional time will allow the consultant to complete the final evaluation to verify that all goals have been met and objectives achieved.

Benefit: Will allow a complete signal optimization project to be delivered that meets all goals and specifications to ensure that traffic progresses evenly and that congestion and emissions are reduced.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this revision is not approved, the services cannot be completed, and federal funding could be lost. Failure to complete the evaluation and final testing of the optimization could compromise the effectiveness of the project.

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

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

New Project Identification: This is not a new project.

Zip Code: 48075.

33. *HIGHWAYS - Time Extension

Amendatory Contract (2007-0557/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by approximately six months to provide sufficient time for the consultant to review documents and close out the construction engineering contract. The additional time is needed because of additional work added to the construction contract and the need to resolve outstanding issues with stakeholders (29 days retroactive). The original contract provides for the performance of as-needed construction engineering services for the Gateway Project (Bagley Avenue pedestrian bridge portion only) on I-75 from Clark Street to Rosa Parks Boulevard and I-96 from I-75 west to Warren Avenue in the City of Detroit, Wayne County. The revised contract term will be July 13, 2007, through December 31, 2010. The contract amount remains unchanged at \$4,209,881.70. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized and approved by MDOT.

Criticality: This contract is for as-needed construction engineering oversight and inspection for a construction project. In order to meet the designated project schedule it is necessary to extend the contract term. This will provide sufficient time for the consultant to complete the project closeout services.

Purpose/Business Case: To extend the contract term by approximately six months to provide sufficient time for the consultant to review documents and close out the construction engineering contract.

Benefit: This amendment will provide the additional time needed for the consultant to complete the project oversight, as required by federal law, which will result in a high quality product. The additional time will ensure that all parts of the construction are up to current federal and MDOT standards.

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

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

Risk Assessment: Failure to approve this amendment could result in the loss of federal participation on this project.

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

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

New Project Identification: This is a new project.

Zip Code: 48216.

* Denotes a non-standard contract/amendment

34. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2008-0192/A1) between MDOT and TranSystems Corporation of Michigan will provide for the performance of additional design services and will increase the contract amount by \$265,034.83. The additional work will include a separate phase of grading and clearing needed to ensure MDOT compliance with environmental restrictions outlined in the Green Sheets of the M-231 Record of Decision (ROD) and to allow MDOT to begin construction work this year. The original contract provides for the performance of design services for the construction of M-231 (also known as the US-31 bypass), including bridge studies for the southbound and northbound M-231 structures over the Grand River, the design of the proposed southbound alignment structure over the Grand River, and the design of two new structures over North Cedar Road and the Allen-Pipple Drain, Ottawa County (CS 70114 - JN 33955D). The contract term remains unchanged, May 30, 2008, through September 30, 2011. The revised contract amount will be \$3,792,476.78. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This work is critical to completing the design for this project, ensuring MDOT compliance with the environmental restrictions of the M-231 ROD, and allowing construction work to begin this year.

Purpose/Business Case: To add a separate phase of grading and clearing work to the project in order to ensure MDOT compliance with the environmental restrictions outlined in the Green Sheets of the M-231 ROD. This amendment will also compensate the consultant for changes to the contract resulting from the suspension of design work under this contract in 2008, as directed by FHWA. The break in the design work was longer than anticipated, which has required the consultant to re-verify survey points and has expedited the remaining design schedule.

Benefit: This amendment will ensure the accuracy of previously collected data and allow MDOT to have the grading, clearing, and tree-cutting work performed within the environmental restrictions of the Green Sheets.

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

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

Risk Assessment: If this amendment is not approved and the additional services are not performed, the design work may not be completed within the expedited schedule, the construction work will be delayed, and MDOT may not be in compliance with the environmental restrictions of the ROD Green Sheets.

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

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

New Project Identification: This is a new project.

Zip Code: 49448.

35. HIGHWAYS – IDS Time Extension

Amendatory Contract (2009-0079/A1) between MDOT and HH Engineering, Ltd., will extend the term of the indefinite delivery of service (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including design work under authorization (Z5). (See following item.) The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be December 2, 2008, through December 1, 2012. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z5), and the design services under authorization (Z5) cannot be completed.

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

* Denotes a non-standard contract/amendment

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

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

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

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including design services under authorization (Z5).

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

36. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z5/R1) under Contract (2009-0079) between MDOT and HH Engineering, Ltd., will provide for the performance of additional design services for the Frisbee Walkover over US-24 (Telegraph Road) in the City of Detroit and will increase the authorization amount by \$38,175.36. The additional services will include documenting the feasibility, constructability, and safety elements related to the pedestrian bridge on US-24 between 7 Mile and 8 Mile Roads for both the replacement of the structure in accordance with current Americans with Disabilities Act (ADA) standards and the removal and replacement of the structure with an enhanced at-grade crossing. The original authorization provides for design services to be performed for the complete pedestrian structure replacement of the Frisbee Walkover over US-24 (Telegraph Road) in the City of Detroit, Wayne County (CS 82053 – JN 106612D). The revised authorization term will be March 3, 2010, through December 1, 2012. The revised authorization amount will be \$275,945.11. The contract term is December 2, 2008, through December 1, 2012. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This pedestrian structure is structurally deficient. Poor elements on this structure could result in unsafe conditions.

Purpose/Business Case: To provide for additional design services to be performed for the replacement of the Frisbee Walkover over US-24 (Telegraph Road) in the City of Detroit. The additional services will include documenting the feasibility, constructability, and safety elements related to the pedestrian bridge on US-24 between 7 Mile and 8 Mile Roads for both the replacement of the structure in accordance with current ADA standards and the removal and replacement of the structure with an enhanced at-grade crossing.

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

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

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

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

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

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

New Project Identification: This is a new project.

Zip Code: 48219.

37. HIGHWAYS - IDS Engineering Services

Authorization (Z28) under Contract (2009-0443) between MDOT and ROWE Professional Services Company will provide for the performance of in-depth bridge inspections for structures throughout the Bay Region, in accordance with Section 3 of the Bridge Inspection Reference Manual (BIRM) (CS 84914 - JN 108196). The work items will include site inspections and report preparation. The authorization will be in effect from the date of award through May 19, 2012. The authorization amount will be \$114,278.46. The contract term is May 20, 2009, through May 19, 2012. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The in-depth bridge inspections will provide MDOT with independent evaluations of bridge and culvert conditions to aid the Region in determining possible additions to the five year program. Many of the structures have limited access and require the use of confined space entry equipment.

Purpose/Business Case: To provide for the performance of in-depth bridge inspections for structures in the Bay Region, in accordance with Section 3 of the BIRM. The services will include close-up inspection of one or more structural members above or below the water level to identify any deficiencies not readily detectable using routine inspection procedures. The report will detail the inspection findings and identify the costs associated with any needed repairs.

Benefit: The in-depth bridge inspections will help MDOT to determine the conditions of structures that have not been fully entered in several years. The project will help the Region to identify and prioritize needed bridge rehabilitation and replacement work.

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

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

Risk Assessment: If this authorization is not approved, deficiencies in the structures may not be detected at this time and needed rehabilitations or replacements could be delayed. The Region would lack the information needed to prioritize rehabilitation and replacement work.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48507.

38. HIGHWAYS - Intelligent Transportation System Services

Authorization (Z10) under Contract (2009-0480) between MDOT and HNTB Michigan Inc., will provide for design services to be performed for Phase I of the implementation of an Advanced Traffic Information System (ATIS) along I-75 from I-94 to Grayling, Michigan. The work will include providing a conceptual layout for the corridor, preparing design and functional technical specifications to expand the Intelligent Transportation System (ITS) facilities in the project area, preparing construction plans and maintaining traffic plans, developing component and acceptance tests, and preparing and incorporating all documents for E-Proposal submittal. The authorization will be in effect from the date of award through September 2, 2011. The authorization amount will be \$464,427.94. The contract term is June 17, 2009, through June 16, 2012. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: ITS technology is used to improve roadway safety and efficiency. ATIS is an ITS component that alerts motorists to upcoming traffic conditions, allowing them to make informed decisions about travel routes.

Purpose/Business Case: To provide for design services to be performed for Phase I of the ATIS implementation project planned for I-75, US-127, and I-94. The design will work include dynamic message signs, travel time signs, and closed circuit televisions, which will work together to alert motorists of major incidents, construction activities, and adverse weather conditions along the I-75 corridor.

Benefit: The project will reduce congestion and increase roadway safety along the corridor.

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, an opportunity could be lost to reduce congestion and increase roadway safety along the corridors.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

39. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2009-0496/A1) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the contract amount by \$129,403.31. The additional services will include designing an alternate interim ramp connection, developing additional plans, performing geometric reviews, and coordinating work with the city. The original contract provides for the design services to be performed for the reconstruction of the I-94/I-69 bridge over the Black River (B03) in the City of Port Huron, Port Huron Township, St. Clair County (CS 77111 – JNs various). The contract term remains unchanged, September 23, 2009, through December 31, 2011. The revised contract amount will be \$2,716,489.45. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The additional design work is necessary to accommodate a potential delay between the end of the Black River Bridge construction project and the beginning of the City Street construction project.

Purpose/Business Case: This amendment will add design and coordination work to the Black River Bridge portion of the Blue Water Bridge Plaza expansion project. Due to recent developments, there may be a delay between the end of the Black River Bridge construction project and the beginning of the City Street construction project, which would extend the period during which the interim connection is to remain in place. The additional work is needed for the development of revised interim stage plans to accommodate the possible extended gap between the projects.

Benefit: The development of revised interim stage plans will accommodate the possible gap between projects. This project will improve the pavement condition and safety of the highway and bridge and reduce the long-term maintenance costs for the area.

Funding Source: 80% Federal Highway 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 additional services are not performed, the eastbound I-94 bridge would have to be left closed and the existing eastbound traffic weave would have to be left in place for an extended period of time. The revised interim stage plans would open the eastbound I-94 bridge and address the traffic weave issue by the end of the Black River Bridge contract.

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

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

New Project Identification: This is not a new project.

Zip Code: 48060.

40. HIGHWAYS – IDS University Research Services
Authorization (Z2) under Contract (2009-0661) between MDOT and Texas A&M Research Foundation will provide for the development of a congestion mitigation toolbox. The university will document the strategies currently used by other agencies, assess how well the strategies work, develop a toolbox that can be used to identify projects to reduce congestion, and identify the published benefit-to-cost ratio for each strategy as a guide for users to choose the most cost effective projects. The authorization will be in effect from the date of award through one year. The authorization amount will be \$154,580.09. The contract term is from October 8, 2009, through October 7, 2013. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will help to reduce congestion without adding lanes or new roads by identifying and implementing new traffic mitigation strategies.

Purpose/Business Case: To identify and document new traffic mitigation strategies that MDOT can use instead of adding new lanes to state trunkline roads. The mitigation toolbox will be useful for larger metropolitan areas and smaller communities.

Benefit: The results of this project will be used by MDOT, metropolitan planning organizations, road commissions, transit agencies and others to develop congestion mitigation strategies. Eliminating and reducing travel delays reduces business costs.

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

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

Risk Assessment: If this authorization is not approved, an opportunity will be lost to gather congestion mitigation strategies and reduce travel delays and costs.

Cost Reduction: Actual cost basis not to exceed the maximum contract amount.

Selection: Best value.

New Project Identification: This is a new research project.

Zip Code: 48909.

41. HIGHWAYS – IDS Consultant Research Services
Authorization (Z3) under Contract (2009-0663) between MDOT and Applied Pavement Technology, Inc., will provide for an investigation of the cost effectiveness of the MDOT preventive maintenance program. The work will include developing a cost and benefit analysis for each pavement preservation option being used by MDOT and establishing a relational matrix for the selection of time, location, and pavement preservation options. The authorization will be in effect from the date of award through two years. The authorization amount will be \$179,988. The contract will be in effect from the date of award through four years. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Determining the cost effectiveness of the preventive maintenance program is critical to ensuring that MDOT maximizes its return on investment in this program.

Purpose/Business Case: The preventive maintenance program has grown substantially since MDOT began using it during the 1990s. An evaluation is needed to ensure that the expected return on investment is being met and that the most effective options are being used.

Benefit: Will help MDOT to make cost effective preventive maintenance program decisions.

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

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

Risk Assessment: If this authorization is not approved, MDOT will not know if the most cost effective and efficient methods are being used.

Cost Reduction: Actual cost reimbursement.

Selection: Best value.

New Project Identification: This is a new research project.

Zip Code: 48909.

42. HIGHWAYS – IDS University Research Services

Authorization (Z6) under Contract (2009-0747) between MDOT and the Regents of the University of Michigan will provide for the development of a multi-path communications system for in-vehicle use and the development of a prototype system to demonstrate the benefits of such a system. The system will allow vehicles to receive communications from traffic signal controllers about signal phasing and timing for upcoming intersections. The authorization will be in effect from the date of award through June 30, 2012. The authorization amount will be \$250,000. The contract term is from October 1, 2009, through September 30, 2010, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is critical to the development of usable systems to inform motorists of real-time signal phasing and timing for upcoming intersections. This technology will help to reduce accidents by giving motorists information to make safer decisions. The technology will also help to improve mobility and reduce emissions by creating better traffic movement through intersections and reducing vehicle queues.

Purpose/Business Case: To provide for the development of a multi-phase traffic signal broadcast system for in-vehicle use (Signal Phasing and Timing Initiative). Signal phasing and timing information will be broadcast from a traffic signal controller using industry standard wireless communication to vehicles approaching intersections.

Benefit: Better traffic movement management through intersections, which will improve mobility, reduce emissions, and increase safety by reducing vehicle queues.

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

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

Risk Assessment: If this authorization is not approved, MDOT will lose an opportunity to learn how this technology can be used to improve mobility, reduce emissions, and improve roadway safety.

Cost Reduction: Actual cost reimbursement.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

43. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2010-0041) between MDOT and Great Lakes Engineering Group, LLC, will provide for quality assurance/quality control (QA/QC) services to be performed for bridge safety inspections at various locations statewide, in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, obtaining lists of structures with pertinent condition information, identifying the QC procedures, and holding pre-inspection meetings. The authorization will be in effect from the date of award through November 18, 2012. The authorization amount will be \$247,535.23. The contract term is November 19, 2009, through November 18, 2012. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: In accordance with state and federal law, each bridge under MDOT jurisdiction must be inspected in accordance with the NBIS. During regular inspections, deficiencies are found that require comprehensive in-depth investigations to be performed.

Purpose/Business Case: To provide for QA/QC services to be performed for bridge safety inspections at various locations statewide, in accordance with the NBIS.

Benefit: The authorization will provide for the performance of the QA activities and will ensure that bridge inspection QC is being performed in accordance with the requirements of the NBIS. The services will ensure independent, unbiased reviews.

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

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

Risk Assessment: If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

44. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2010-0041) between MDOT and Great Lakes Engineering Group, LLC, will provide for underwater bridge inspections to be performed at various locations in Ionia, Kent, Mecosta, Muskegon, Newaygo, and Ottawa Counties in the Grand Region (CS 84913 – JN 1103990). The work items will include performing the inspections and documenting the conditions of concrete substructure elements below the water and the channel bottom around the bridge foundations. The authorization will be in effect from the date of award through November 18, 2012. The authorization amount will be \$137,261.66. The contract term is November 19, 2009, through November 18, 2012. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: In accordance with state and federal law, underwater bridge inspections are required every 60 months on structure elements of bridges that can not be inspected by wading.

Purpose/Business Case: To provide for underwater bridge inspections to be performed at various locations in Ionia, Kent, Mecosta, Muskegon, Newaygo, and Ottawa Counties in the Grand Region. The inspections will identify and locate deficiencies that are not readily detectable during routine inspections.

Benefit: The inspection information will help MDOT to prioritize bridge projects, manage inventory, and program the correct repairs, including scour countermeasures.

Funding Source: 80% FHWA Funds and 20% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved and the underwater bridge inspections are not performed, state and federal requirements will not be met and federal funding could be lost. Bridge scour and other unsafe conditions may not be detected, and needed rehabilitation or repair work could be delayed. MDOT would lack the information needed to prioritize bridge projects and program the right repairs.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49544.

45. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2010-0041) between MDOT and Great Lakes Engineering Group, LLC, will provide for underwater bridge inspections, including specialty services, to be performed for various bridges statewide in accordance with the requirements of the National Bridge Inspection Standards (NBIS) (CS 84900 - JN 1072340). The authorization will be in effect from the date of award through November 18, 2012. The authorization amount will be \$141,894.07. The contract term is November 19, 2009, through November 18, 2012. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: Underwater bridge inspections must be performed to identify submerged elements of bridges that are in poor condition. The FHWA requires underwater bridge inspections to be performed at least every 60 months. These inspections must be performed in order to meet the NBIS requirements.

Purpose/Business Case: To provide for the performance of various underwater bridge inspections statewide. Qualified divers will inspect submerged bridge abutments and piers.

Benefit: The underwater bridge inspections will provide MDOT with underwater bridge condition information, including descriptions of any deterioration, and allow MDOT to fulfill federal requirements. The inspection report will help MDOT to maintain the bridges in safe operational condition.

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

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

Risk Assessment: If this authorization is not approved and the underwater bridge inspections are not performed, MDOT will lack the information it needs to maintain the bridges in safe operational condition, federal requirements will not be met, and federal funds could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

46. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z8/R1) under Contract (2010-0094) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional as-needed design and geotechnical services during construction and will increase the authorization amount by \$257,815.56. The additional services are needed because of the modification of the staging plans to meet construction schedule revisions and the revision of bridge design plans to address utility issues. The original authorization provides for as-needed design and geotechnical services during construction to be performed for the reconstruction of M-85 from Schaefer Highway to Oakwood Boulevard in the City of Detroit, Wayne County (CS 82073 - JNs 80011A and 79724A). The authorization term remains unchanged, April 22, 2010, through January 19, 2013. The revised authorization amount will be \$370,058.55. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: 80.4% Federal Highway Administration Funds and 19.6% State Restricted Trunkline Funds.

Criticality: This revision will provide for the performance of additional services needed because of the modification of the staging plans to meet construction schedule revisions and the revision of bridge design plans to address utility issues.

Purpose/Business Case: To provide for the performance of additional services needed to continue the project and address issues that have arisen during construction.

Benefit: As-needed design services during construction provide assistance for problems that may arise during construction and allow timely verification of substitutions and changes.

* Denotes a non-standard contract/amendment

Funding Source: 80.4% Federal Highway Administration Funds and 19.6% 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, necessary revisions or substitutions that are critical to the successful completion of the project may not be made, and the project could be compromised.
Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.
Selection: N/A for revision and for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48075.

47. HIGHWAYS – IDS Engineering Services

Authorization (Z4) under Contract (2010-0202) between MDOT and URS Corporation Great Lakes will provide for the development of design plans for 17.634 miles of freeway sign upgrading along I-196 from I-94 to M-140 in Berrien and Van Buren Counties (CS 11111, 80012 – JN 109739C). The work items will include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through June 3, 2013. The authorization amount will be \$106,808.55. The contract term is June 4, 2010, through June 3, 2013. Source of Funds: 100% Federal Highway Administration Funds.

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

Purpose/Business Case: To provide for the performance of design plans for 17.634 miles of freeway sign upgrading along I-196 from I-94 to M-140 in Berrien and Van Buren Counties. This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing.

Benefit: To improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: Increased public safety risks and loss of safety assets.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49038 & 49043.

48. HIGHWAYS – IDS Consultant Research Services

Authorization (Z1) under Contract (2010-0278) between MDOT and Opus International Consultants, Inc., will provide for an evaluation of the performance and use of passing relief lanes. Researchers will evaluate the safety performance of passing relief lanes, assess the effectiveness of current designs to reduce delays, use modeling to determine before and after impacts on traffic characteristics, and develop guidelines for future deployments. The authorization will be in effect from the date of award through one year. The authorization amount will be \$159,887.20. The contract term is June 4, 2010, through June 3, 2014. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will examine the factors that affect passing relief lane performance and the best uses of passing relief lanes to enhance future design and uses of passing relief lanes.

Purpose/Business Case: To evaluate the performance of Michigan-specific passing relief lanes. The research findings will help MDOT to shape the design and placement of these lanes to positively impact local communities.

* Denotes a non-standard contract/amendment

Benefit: This research will provide data and guidelines to help MDOT make informed decisions about the design and uses of passing relief lanes.

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

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

Risk Assessment: If this authorization is not approved, MDOT will not know if passing relief lanes can be designed to provide greater safety and efficiency or if they are appropriately located.

Cost Reduction: Actual cost reimbursement.

Selection: Best value.

New Project Identification: This is a new research project.

Zip Code: 48909.

49. HIGHWAYS – IDS Consultant Research Services

Authorization (Z2) under Contract (2010-0278) between MDOT and Opus International Consultants, Inc., will provide for an evaluation of the effectiveness of roundabouts in Michigan. Researchers will look at crash severity at roundabout locations, observe roundabout operations, including truck maneuvers, and identify key geometric configurations and site characteristics that influence safety, performance, and return on investment. The authorization will be in effect from the date of award through one year. The authorization amount will be \$149,944.15. The contract term is June 4, 2010, through June 3, 2014. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will provide insight into the operation and performance of Michigan roundabouts to allow MDOT to enhance the design and use of this type of intersection.

Purpose/Business Case: To evaluate the effectiveness of Michigan-specific roundabouts. Researchers will look at crash severity at roundabout locations, observe roundabout operations, including truck maneuvers, and identify key geometric configurations and site characteristics that influence safety, performance, and return on investment.

Benefit: This research will provide insight into the operation and performance of Michigan roundabouts to allow MDOT to enhance the design and use of roundabouts. A table of results will help MDOT to decide whether or not to use roundabouts in the design of original roadways and roadway reconstruction.

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

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

Risk Assessment: If this authorization is not approved, MDOT will not know if roundabouts can be designed to provide greater safety and efficiency.

Cost Reduction: Actual cost reimbursement.

Selection: Best value.

New Project Identification: This is a new research project.

Zip Code: 48909.

50. *HIGHWAYS - Intelligent Transportation System Services

Contract (2010-0339) between MDOT and Audio Visual Innovations, Inc., will provide for the design, furnishing, installation, and installation of a video wall system in the Statewide Transportation Operations Center (STOC) in Lansing, Michigan. The project will include system design, construction and installation of the video wall, data integration, testing and acceptance of the system, and provision of a five-year warranty period. The contract will be in effect from the date of award through April 5, 2016, or until the last obligation between the parties has been fulfilled. The contract amount will be \$558,713.80. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The consultant will provide the technical expertise needed to design, furnish, and install the video wall for the STOC.

Purpose/Business Case: This system will coordinate all ITS systems throughout Michigan. The STOC will monitor traffic using cameras and detectors and identify traffic slow downs, congestion, and incidents. Operators will provide support for incident management functions, including verification, tracking, management, and clearance.

Benefit: The STOC video wall will provide MDOT with the ability to continue to provide safer and more efficient freeway facilities, cost effective transportation solutions, and real time travel information to motorists.

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

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

Risk Assessment: If this contract is not approved, there will be no statewide monitoring ITS systems. Each region will have to independently monitor its jurisdiction and develop its own systems to relay information.

Cost Reduction: Milestone payment basis.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

51. HIGHWAYS - IDS Engineering Services

Contract (2010-0340) between MDOT and Kimley-Horn of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

52. HIGHWAYS - IDS Consultant Research Services

Contract (2010-0352) between MDOT and T.Y. Lin International Great Lakes, Inc., will provide for research and/or development 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.

53. HIGHWAYS – IDS Consultant Research Services

Authorization (Z1) under Contract (2010-0352) between MDOT and T.Y. Lin International Great Lakes, Inc., will provide for an investigation of safety and mobility issues for non-motorized roadway users and for users of motorized vehicles. The consultant will summarize state and national crash data, document the effectiveness and costs of various pedestrian and bicycle safety measures currently in use in Michigan, identify best practices, and provide guidance on how to balance the safety needs of all road users. The authorization will be in effect from the date of award through 18 months. The authorization amount will be \$199,751.95. The contract will be in effect from the date of award through four years. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This research will help MDOT to effectively incorporate pedestrian and bicycle safety practices into the design and construction of roads.

Purpose/Business Case: To provide for an investigation of safety and mobility issues for non-motorized roadway users and for users of motorized vehicles. This project will help MDOT to effectively incorporate pedestrian and bicycle safety practices into the design and construction of roads. It will detail innovative traffic control options available to mitigate the adverse affects of vehicular mobility.

Benefit: The best practices identified will have the potential to significantly reduce pedestrian, bicycle, and vehicle accidents. This project will help MDOT to strike a balance between safety measures and mobility management on Michigan roads.

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

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

Risk Assessment: If this authorization is not approved, an opportunity will be lost to identify ways of reducing pedestrian, bicycle, and vehicle accidents. This project will provide guidance on balancing the safety needs of all road users while maintaining vehicular mobility.

Cost Reduction: Actual cost reimbursement.

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 48909.

54. HIGHWAYS - IDS Engineering Services

Contract (2010-0353) 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.

55. HIGHWAYS - IDS Engineering Services

Contract (2010-0355) between MDOT and H. W. Lochner, 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.

56. HIGHWAYS – IDS Engineering Services

Authorization (Z1) under Contract (2010-0355) between MDOT and H. W. Lochner, Inc., will provide for the development of design plans for 12.115 miles of freeway sign upgrading on I-196 from 118th Avenue to 140th Avenue in Allegan County (CS 03033, 03034 – JN 109738C). The work items will include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through the expiration of the IDS contract. The authorization amount will be \$109,781.11. The contract will be in effect from the date of award through three years. Source of Funds: 100% Federal Highway Administration Funds.

* Denotes a non-standard contract/amendment

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

Purpose/Business Case: To provide for the performance of design plans for 12.115 miles of freeway sign upgrading on I-196 from 118th Avenue to 140th Avenue in Allegan County. This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing.

Benefit: To improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: Increased public safety risks and loss of safety assets.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49408.

57. HIGHWAYS - IDS Engineering Services

Contract (2010-0379) between MDOT and Aerocon Photogrammetric Services, 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.

58. HIGHWAYS - IDS Engineering Services

Contract (2010-0380) between MDOT and Ayres Associates, Inc., of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

59. HIGHWAYS - IDS Engineering Services

Contract (2010-0381) between MDOT and C.C. Johnson & Malhotra 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.

60. HIGHWAYS - IDS Engineering Services
Contract (2010-0382) between MDOT and Consulting Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
61. HIGHWAYS - IDS Engineering Services
Contract (2010-0383) between MDOT and Fanning & Company, 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.
62. HIGHWAYS - IDS Engineering Services
Contract (2010-0384) between MDOT and Geodetic Designs, 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.
63. HIGHWAYS - IDS Engineering Services
Contract (2010-0386) between MDOT and Gosling Czubak Engineering Sciences, 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.
64. HIGHWAYS - IDS Engineering Services
Contract (2010-0387) between MDOT and Holland Engineering, 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.

65. HIGHWAYS - IDS Engineering Services
Contract (2010-0388) between MDOT and Lawson-Fisher Associates, PC, 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.
66. HIGHWAYS - IDS Engineering Services
Contract (2010-0389) between MDOT and METCO Services, 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.
67. HIGHWAYS – IDS Engineering Services
Authorization (Z1) under Contract (2010-0389) between MDOT and METCO Services, Inc., will provide for as-needed design survey services to be performed at various locations in the Metro Region. The work will include coordinating operations with contractors performing adjacent work, performing field surveys, performing alignment work, and preparing a final report. 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 \$249,969.40. The IDS contract will be in effect from the date of award through three years. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The design survey services are necessary to the successful development of projects in the Region on schedule.

Purpose/Business Case: To provide for as-needed design survey services to be performed at various locations in the Metro Region. The consultant will perform full surveys, pick up surveys, and topographical surveys for preventive maintenance projects, rehabilitation projects, and projects that will bring the Metro Region into compliance with the Americans with Disabilities Act.

Benefit: Will allow MDOT to complete projects efficiently, within limited time frames and budgets.

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 and the services are not performed, the projects may not be designed on schedule and federal funding could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

68. HIGHWAYS - IDS Engineering Services
Contract (2010-0390) between MDOT and O.T. Services 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.
69. HIGHWAYS - IDS Engineering Services
Contract (2010-0391) between MDOT and Parsons Transportation Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
70. HIGHWAYS - IDS Engineering Services
Contract (2010-0392) between MDOT and Somat Engineering, 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.
71. HIGHWAYS - IDS Engineering Services
Contract (2010-0393) between MDOT and Stantec Consulting Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
72. HIGHWAYS - IDS Engineering Services
Contract (2010-0394) between MDOT and Woolpert Services, 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.

73. HIGHWAYS - IDS Engineering Services

Contract (2010-0395) between MDOT and T. Y. Lin International Great Lakes, 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.

74. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5489) between MDOT and the City of Holland will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category F Funds:

Resurfacing work along 32nd Street from Highway US-31 to Beechcreek Drive, along Brooks Avenue from 32nd Street to 40th Street, and along Waverly Road from 8th Street to approximately 500 feet north of Chicago Drive.

Estimated Funds:

| | |
|----------------------------|------------------|
| State Restricted TED Funds | \$375,000 |
| City of Holland Funds | <u>\$225,000</u> |
| Total Funds | <u>\$600,000</u> |

EDF 03566 – 106528; Allegan County
Local Letting

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

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

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

Funding Source: State TED Funds and City of Holland Funds.

Commitment Level: 63% state up to \$375,000 and the balance by the City of Holland; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49423.

75. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5496) between MDOT and the Gogebic County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds):

Hot mix asphalt paving work along Powder Horn Mountain Road from approximately 0.5 miles north of Highway US-2 northerly 0.5 miles, including aggregate base, crushing and shaping, shoulder, and traffic control work.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| FHWA Category D Funds | \$74,794 |
| Gogebic County Road Commission Funds | \$18,698 |
| Total Funds | <u>\$93,492</u> |

EDDF 27555 - 89519
Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds and Gogebic County Road Commission Funds.

Commitment Level: 80% federal; 20% Gogebic County Road Commission.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49911.

76. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5497) between MDOT and the Gogebic County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category F Funds:

Hot mix asphalt paving work along Greenbush Road from Margaret Street northerly approximately 0.26 miles, including aggregate base, crushing and shaping, shoulder, and traffic control work.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| State Restricted TED Funds | \$63,354 |
| Gogebic County Road Commission Funds | <u>\$15,838</u> |
| Total Funds | <u>\$79,192</u> |

EDF 27566 - 106523
 Local Force Account

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

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

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

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

Commitment Level: 80% state up to \$80,000 and the balance by the Gogebic County Road Commission.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49938.

77. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5501) between MDOT and the City of Holland will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Reconstruction work along 40th Street from Highway M-40 to Waverly Road, along West 48th Street from Lincoln Avenue to Washington Avenue, along Washington Avenue from West 48th Street to Regent Boulevard, along Washington Avenue over the Black River, along Geurink Boulevard from Washington Avenue easterly approximately 1,650 feet, along Lincoln Avenue from Highway US-31 to 32nd Street, along Waverly Road from Highway M-40 to West 48th Street, along Lincoln Avenue from Highway M-40 to 64th Street, and along 64th Street from approximately 150 feet west of Airport Court to Highway M-40.

This contract is for the construction portion only. When the project is complete, the remaining local minimum match of \$640,000 will be met through local participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering.

Estimated Funds:

| | |
|----------------------------|--------------------|
| State Restricted TED Funds | \$5,201,000 |
| City of Holland Funds | <u>\$ 789,000</u> |
| Total Funds | <u>\$5,990,000</u> |

EDA 03522 – 110792; Allegan County
Local Letting

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

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

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

Funding Source: State TED Funds and City of Holland Funds.

Commitment Level: 87% state up to \$5,201,000 and the balance by the City of Holland; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49423.

78. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5522) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing work along Calvin Center Road from Highway US-12 northerly to approximately 0.13 miles south of Starbrick Street.

Estimated Funds:

| | |
|----------------------------|-----------------|
| State Restricted TED Funds | \$29,961 |
| FHWA Category D Funds | \$14,980 |
| FHWA STP – Rural Funds | <u>\$29,961</u> |
| Total Funds | <u>\$74,902</u> |

* Denotes a non-standard contract/amendment

EDDF 14555 - 105958
Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 60% federal; 40% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49130.

79. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2010-5523) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along Indian Lake Road from School Road to Middle Crossing Road.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$72,060 |
| Cass County Road Commission Funds | <u>\$18,015</u> |
| Total Funds | <u>\$90,075</u> |

STL 14027 - 110302
Local Force Account

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

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

Benefit: Improved and extended life of the roadway.

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49047.

80. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5524) between MDOT and the Berrien County Road Commission will provide for participation in the following improvements:

Seal coat work along Lake Street from the east city limits of Niles to the west Cass county line, along East Main Street from the south city limits of Niles to the west Cass county line, and along Galine-Buchanan Road from Bakertown Road to Boyle Lake Road.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$76,884 |
| Berrien County Road Commission Funds | <u>\$17,049</u> |
| Total Funds | <u>\$93,933</u> |

STU 11400 - 109766
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Berrien County Road Commission Funds.
Commitment Level: \$77,000 not to exceed 81.85% federal and the balance by Berrien County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49107.

81. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5525) between MDOT and the Berrien County Road Commission will provide for participation in the following improvements:

Seal coat work along West Bertrand Road from Red Bud Trail to the St. Joseph River.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$76,884 |
| Berrien County Road Commission Funds | <u>\$17,049</u> |
| Total Funds | <u>\$93,933</u> |

STU 11400 - 109767
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Berrien County Road Commission Funds.
Commitment Level: \$77,000 not to exceed 81.85% federal and the balance by Berrien County Road Commission.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49107.

82. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5526) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along Elkhart Road from May Street to the east village limits of Elkhart.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$72,000 |
| Cass County Road Commission Funds | <u>\$19,704</u> |
| Total Funds | <u>\$91,704</u> |

STU 14400 - 110031
Local Force Account

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

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

Benefit: Improved and extended life of the roadway.

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

Commitment Level: \$72,000 not to exceed 80% federal and the balance by Cass County Road Commission.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49112.

83. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5532) between MDOT and the Schoolcraft County Road Commission will provide for participation in the following improvements:

Aggregate resurfacing work along County Road 436 from Bear Creek northerly approximately 0.58 miles.

Estimated Funds:

| | |
|--|-----------------|
| Federal Highway Administration Funds | \$75,200 |
| Schoolcraft County Road Commission Funds | <u>\$18,800</u> |
| Total Funds | <u>\$94,000</u> |

STL 75038 - 102936
Local Force Account

* Denotes a non-standard contract/amendment

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the roadway structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Schoolcraft County Road Commission Funds.
Commitment Level: 80% federal, 20% Schoolcraft County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49840.

84. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5544) between MDOT and the Marquette County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category F Funds:

New construction work along County Road 505 (Commerce Drive) from Highway US-41 to County Road HF (Brookton Road).

Estimated Funds:

| | |
|--|------------------|
| State Restricted TED Funds | \$375,000 |
| Marquette County Road Commission Funds | <u>\$125,000</u> |
| Total Funds | <u>\$500,000</u> |

EDF 52566 - 102769
 Local Letting

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.
Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.
Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.
Funding Source: State TED Funds and Marquette County Road Commission Funds.
Commitment Level: 75% state up to \$375,000 and the balance by the Marquette County Road Commission; based on estimate.
Risk Assessment: Without this contract, development opportunities could be lost.
Cost Reduction: Low bid.
Selection: Low bid.
New Project Identification: Construction of new roadway.
Zip Code: 49855.

85. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5551) between MDOT and the Eaton County Road Commission will provide for participation in the following improvements:

Seal coat work along Narrow Lake Road from Baseline Highway northerly to Bellevue Highway and along Bellevue Highway from Narrow Lake Road westerly to Brookfield Road.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$36,878 |
| Eaton County Road Commission Funds | <u>\$ 9,220</u> |
| Total Funds | <u>\$46,098</u> |

STL 23400 - 108568
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Eaton County Road Commission Funds.
Commitment Level: 80% federal, 20% Eaton County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 48813.

86. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5553) between MDOT and the Monroe County Road Commission will provide for participation in the following improvements:

Flashing beacon installation and permanent sign upgrading work at the intersection of Ida Center Road and Secor Road and at the intersection of Albain Road and Lewis Avenue.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | <u>\$19,894</u> |
| Total Funds | <u>\$19,894</u> |

HRRR 58609 - 107983
 Local Force Account

Criticality: This project is intended to improve visibility at these intersections.
Purpose/Business Case: To improve visibility and safety.
Benefit: Improved visibility and safety.
Funding Source: Federal High Risk Rural Roads Funds.
Commitment Level: 100% federal.
Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing intersections.
Zip Code: 48140.

87. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2010-5554) between MDOT and the Iron County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Corral Road from Highway US-141 easterly approximately 4,475 feet.

Estimated Funds:

| | |
|-----------------------------------|------------------|
| State Restricted TED Funds | \$228,685 |
| Iron County Road Commission Funds | <u>\$ 28,265</u> |
| Total Funds | <u>\$256,950</u> |

The purpose of this amendment is to provide for an increase in the participation ratio from 88 percent to 89 percent and the maximum amount from \$173,100 to \$228,685 of State TED Funds to be applied to the eligible items of the project cost in order to pay for the underestimated cost of hot mix asphalt and the cost of a larger than planned culvert required by the Michigan Department of Natural Resources and Environment. The estimated cost of the construction phase of the project reflects the maximum amount in which the State will participate. This contract is for the construction portion only. When the project is complete, the remaining local minimum match of \$43,229 will be met through a combination of local participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering.

EDA 36522 – 104077
 Amendment

Criticality: This project was let in 2008. Delaying this amendment would keep MDOT from providing the intended degree of financial assistance to the County for the project.
Purpose/Business Case: To amend the original contract to increase the participation ratio and the maximum amount of State TED Funds to be applied to the eligible items of the project.
Benefit: This increase in funding will allow the County to pay for underestimated costs of hot mix asphalt and a larger than planned culvert required by the Michigan Department of Natural Resources and Environment.
Funding Source: State TED Funds and Iron County Road Commission Funds.
Commitment Level: 89% state up to \$228,685 and the balance by Iron County Road Commission.
Risk Assessment: Without this amendment, the project will not receive the correct amount of financial assistance that MDOT intended to provide.
Cost Reduction: N/A.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49903.

88. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5567) between MDOT and the Eaton County Road Commission will provide for participation in the following improvements:

Single course chip seal work along Kinneville Road from the east city limits of Eaton Rapids southeasterly to Waverly Road and along Waverly Road from Bellevue Highway northerly to Kinneville Road.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$47,546 |
| Eaton County Road Commission Funds | <u>\$11,887</u> |
| Total Funds | <u>\$59,433</u> |

STL 23400 - 108569
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Eaton County Road Commission Funds.
Commitment Level: 80% federal, 20% Eaton County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 48827.

89. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5568) between MDOT and the Eaton County Road Commission will provide for participation in the following improvements:

Seal coat work along Waverly Road from the south line of Section 1 in Hamlin Township northerly to Toles Road and along Plains Highway from the east city limits of Eaton Rapids easterly to Waverly Road.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$62,918 |
| Eaton County Road Commission Funds | <u>\$15,729</u> |
| Total Funds | <u>\$78,647</u> |

STL 23400 - 108571
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Eaton County Road Commission Funds.
Commitment Level: 80% federal, 20% Eaton County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 48827.

90. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5570) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing work along Dailey Road from Pine Lake Road to Coulter Road.

Estimated Funds:

| | |
|----------------------------|-----------------|
| State Restricted TED Funds | \$30,904 |
| FHWA Category D Funds | \$15,453 |
| FHWA STP – Rural Funds | <u>\$30,904</u> |
| Total Funds | <u>\$77,261</u> |

EDDF 14555 - 110305
 Local Force Account

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.
Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.
Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.
Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.
Commitment Level: 60% federal; 40% state.
Risk Assessment: Without this contract, development opportunities could be lost.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49120.

91. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5571) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt resurfacing and shoulder work along Calvin Center Road from Northrop Street southerly approximately 0.75 miles.

Estimated Funds:

| | |
|----------------------------|-----------------|
| State Restricted TED Funds | \$28,440 |
| FHWA STP – Rural Funds | <u>\$52,818</u> |
| Total Funds | <u>\$81,258</u> |

EDDF 14555 – 110352
Local Force Account

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

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

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

Funding Source: Federal Surface Transportation Program Funds and State Transportation Economic Development Funds.

Commitment Level: 65% federal; 35% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49095.

92. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5572) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along Fox Street from Slipper Road to Decatur Road.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$61,351 |
| Cass County Road Commission Funds | <u>\$15,338</u> |
| Total Funds | <u>\$76,689</u> |

STL 14027 - 110306
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Cass County Road Commission Funds.
Commitment Level: 80% federal, 20% Cass County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49031.

93. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5573) between MDOT and the Branch County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Crack seal and chip seal work along State Road from Highway I-69 easterly approximately 4.5 miles.

Estimated Funds:

| | |
|----------------------------|-----------------|
| State Restricted TED Funds | \$46,754 |
| FHWA Category D Funds | \$15,585 |
| FHWA STP – Rural Funds | <u>\$15,585</u> |
| Total Funds | <u>\$77,924</u> |

EDDF 12555 - 110364
Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 40% federal; 60% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49036.

94. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5574) between MDOT and the Branch County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Crack seal and chip seal work along Jonesville Road from Union City Road to Fremont Road.

Estimated Funds:

| | |
|----------------------------|-----------------|
| State Restricted TED Funds | \$47,816 |
| FHWA Category D Funds | \$15,938 |
| FHWA STP – Rural Funds | <u>\$15,938</u> |
| Total Funds | <u>\$79,692</u> |

EDDF 12555 - 110371
Local Force Account

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

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

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

* Denotes a non-standard contract/amendment

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 40% federal; 60% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49036.

95. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5575) between MDOT and the Branch County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Crack seal and chip seal work along Marshall Road from Girard Road to County Line Road.

Estimated Funds:

| | |
|----------------------------|-----------------|
| State Restricted TED Funds | \$45,272 |
| FHWA Category D Funds | \$ 6,468 |
| FHWA STP – Rural Funds | \$12,935 |
| Total Funds | <u>\$64,675</u> |

EDDF 12555 - 110369

Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 30% federal; 70% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49036.

96. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5576) between MDOT and the Branch County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Crack seal and chip seal work along Block Road from Southern Road to Rose Road.

Estimated Funds:

| | |
|----------------------------|-----------------|
| State Restricted TED Funds | \$56,300 |
| FHWA Category D Funds | \$18,767 |
| FHWA STP – Rural Funds | <u>\$18,767</u> |
| Total Funds | <u>\$93,834</u> |

EDDF 12555 - 110367

Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 40% federal; 60% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49036.

97. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5577) between MDOT and the Branch County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Crack seal and chip seal work along South Angola Road from Silver Road to Carr Road.

Estimated Funds:

| | |
|----------------------------|-----------------|
| State Restricted TED Funds | \$25,375 |
| FHWA Category D Funds | \$49,809 |
| FHWA STP – Rural Funds | <u>\$18,796</u> |
| Total Funds | <u>\$93,980</u> |

EDDF 12555 - 110366

Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 73% federal; 27% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49036.

98. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5578) between MDOT and the Branch County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds, designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Crack seal and chip seal work along Rierson Road from the south Michigan state line to Southern Road.

Estimated Funds:

| | |
|----------------------------|-----------------|
| State Restricted TED Funds | \$21,893 |
| FHWA Category D Funds | \$ 2,433 |
| FHWA STP – Rural Funds | <u>\$ 6,081</u> |
| Total Funds | <u>\$30,407</u> |

EDDF 12555 - 110365

Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 28% federal; 72% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49028.

99. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5579) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Hot mix asphalt paving work along Bergslien Road from South Davis Road westerly approximately 0.58 miles, including crushing and shaping, pavement marking, and traffic control work.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$72,122 |
| Gogebic County Road Commission Funds | <u>\$18,030</u> |
| Total Funds | <u>\$90,152</u> |

STL 27053 - 89525
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure.
Purpose/Business Case: To preserve and extend the life of the roadway.
Benefit: Improved and extended life of the roadway.
Funding Source: Federal Surface Transportation Program Funds and Gogebic County Road Commission Funds.
Commitment Level: 80% federal, 20% Gogebic County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49938.

100. HIGHWAYS (Real Estate) - IDS Real Estate Services
 Contract (2010-0358) between MDOT and Maturen & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

101. HIGHWAYS (Real Estate) - IDS Real Estate Services
 Contract (2010-0359) between MDOT and Michigan Appraisal Company, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

102. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2010-0360) between MDOT and Northern Michigan Real Estate Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
103. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2010-0361) between MDOT and Fred B. Philippeau and Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
104. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2010-0362) between MDOT and Quadrant NW Appraisal Service will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
105. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2010-0363) between MDOT and S.M. Dix Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
106. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2010-0364) between MDOT and Fast Track Appraisals, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

107. *PASSENGER TRANSPORTATION – Reassignment, Renewal/Extension

Amendatory Contract (2000-0832/A1) between MDOT and the Genesee County Association for Retarded Citizens (ARC) will provide for the reassignment of one transit vehicle, contract funding in the amount of \$10,158, which represents the remaining useful life value of the transit vehicle, and administration responsibilities from Genesee County ARC to Vocational Independence Program Transportation (VIPT) under Authorization (2010-0110/Z1). The amendment will also renew the contract and extend the contract term by approximately six months to provide sufficient time for the vehicle to be transferred. Genesee County ARC formed VIPT to handle the transportation functions previously performed by its transportation department. The original contract provided state matching funds for Genesee County ARC's FY 2000 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised contract term will be September 28, 2000, through September 27, 2003, and from the date of award of this amendment through February 15, 2011. No costs will be incurred between September 27, 2003, and the date of award of this amendment. The revised contract amount will be \$77,277. Source of Funds: Federal Transit Administration Funds - \$61,822; FY 2000 State Restricted Comprehensive Transportation Funds - \$15,455.

Criticality: Approval of this amendment is critical because Genesee County ARC formed VIPT to perform the transportation functions previously handled by its transportation department, and VIPT needs this vehicle to provide efficient transit services.

Purpose/Business/Case: To provide for the reassignment of one transit bus, contract funding in the amount of \$10,158, and administration responsibilities from Genesee County ARC to VIPT and to renew the contract and extend the contract term by approximately six months.

Benefit: VIPT will handle all transportation functions previously performed by Genesee County ARC; the transit bus will help VIPT to provide efficient transit services.

Funding Source: Federal Transit Administration Funds - \$61,822; FY 2000 State Restricted Comprehensive Transportation Funds - \$15,455.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, public transportation services in Genesee County could be reduced or eliminated, and services, if provided, would be less efficient.

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: 48507.

108. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z19/R3) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will extend the authorization term by 15 months to provide sufficient time for AATA to complete the project. The project was delayed because the approved joint-development project for an expanded transit center with a housing development above was abandoned when the private developer was no longer able to finance the project. As a result, AATA's Board authorized the replacement of the existing transit center on the property owned by AATA. The original authorization provides state matching funds for AATA's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be August 31, 2005, through December 31, 2011. The authorization amount remains unchanged at \$2,010,015. 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 - \$1,608,012; FY 2002 State Restricted Comprehensive Transportation Funds - \$402,003.

Criticality: Approval of this revision will allow AATA to complete a project that will promote economic development and create jobs in Ann Arbor.

Purpose/Business Case: To extend the authorization term by 15 months to provide sufficient time for AATA to complete construction of the transit facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,608,012; FY 2002 State Restricted Comprehensive Transportation Funds - \$402,003.

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: 48104.

109. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z30/R3) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will extend the authorization term by one year to provide sufficient time for MTA to complete the facility renovation project.

Although the renovation is essentially complete, one portion of the project has taken longer than anticipated. The original authorization provides state matching funds for MTA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be from September 7, 2005, through September 6, 2008, and from November 10, 2008, through September 6, 2011. The authorization amount remains unchanged at \$2,067,932. 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 - \$1,654,346; FY 2002 State Restricted Comprehensive Transportation Funds - \$413,586.

Criticality: Approval of this revision will allow MTA to complete facility renovations that are necessary to maintain safe and efficient operation of transit service.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1654,346; FY 2002 State Restricted Comprehensive Transportation Funds - \$413,586.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

110. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z33/R5) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Oakland, Wayne, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete renovation projects and will adjust funding among the line items. SMART anticipated purchasing land for the Monroe facility; however, that acquisition did not go through. As a result, SMART has decided to reinstate projects that were deferred due to the Monroe project. These projects include renovating the dispatch office, adding security fencing, and replacing the facility's security gate. A request for proposal for the reinstated projects was issued, bids have been evaluated, and projects are expected to begin in mid-June 2010 but will not be completed by the current authorization expiration date. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from August 15, 2005, through August 14, 2011. The authorization amount remains unchanged at \$13,651,118. The toll credit amount remains unchanged at \$2,122,173. 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 - \$13,043,067; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$608,051.

Criticality: This revision will provide sufficient time for SMART to complete facility renovations that will make the facility safer and more efficient for passengers and employees.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$13,043,067; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$608,051.

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: 48226.

111. PASSENGER TRANSPORTATION – Section 5307 Program

Project Authorization Revision (Z39/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the facility renovation project. The additional time is needed because SMART was granted funding through the American Recovery and Reinvestment Act of 2009, which allowed a change in the scope of the project for additional facility renovations. The original authorization provides state matching funds for SMART's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 24, 2006, through August 23, 2011. The authorization amount remains unchanged at \$13,198,533. The toll credit amount remains unchanged at \$2,486,190. 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: FTA Funds - \$13,045,016; FY 2006 State Restricted Comprehensive Transportation Funds - \$67,932; SMART Funds - \$85,585.

Criticality: This revision will provide sufficient time for SMART to complete facility renovations that will make the facility safer and more efficient for passengers and employees.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete the facility renovations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$13,045,016; FY 2006 State Restricted Comprehensive Transportation Funds - \$67,932; SMART Funds - \$85,585.

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: 48226.

112. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z22) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide toll credits as the state match and local matching funds for AATA's FY 2010 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of bus shelters, automatic data processing hardware and software, surveillance and security equipment, associated capital maintenance, capital cost of third party contracting, preventive maintenance, and planning. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,226,937. Toll credits in the amount of \$614,000 will be allocated as match for all items except the rehabilitation/renovation of a bus facility, which will have a local match of \$31,388. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,195,549; AATA Funds - \$31,388.

Criticality: Approval of this authorization will allow AATA to purchase additional bus passenger shelters, install surveillance equipment at park and ride lots, and perform necessary maintenance on AATA's fleet to ensure safe transportation.

Purpose/Business Case: To provide toll credits as the state match and local matching funds for AATA's FY 2010 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,195,549; AATA Funds - \$31,388.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

113. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z22) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides service in St. Clair County, will provide toll credits as the state match for BWATC's FY 2010 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of dispatch software upgrades, a laptop and software, security cameras, and service vehicles and for the rebuilding of compressed natural gas compressors. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$91,200. Toll credits in the amount of \$18,240 will be allocated as the state match for all items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$91,200.

Criticality: Approval of this authorization will allow BWATC to perform the rehabilitation/renovation of the compressed natural gas station to make it safer and more efficient and to acquire security cameras and computers to improve safety and efficiency.

Purpose/Business Case: To provide toll credits as the state match for BWATC's FY 2010 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$91,200.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48060.

114. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z23) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides service in St. Clair County, will provide state matching funds for BWATC's FY 2010 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of up to 11 compressed natural gas replacement buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,553,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,842,400; FY 2010 State Restricted Comprehensive Transportation Funds - \$710,600.

Criticality: Approval of this authorization will allow BWATC to purchase replacement buses that use compressed natural gas, which will improve air quality and reduce costs.

Purpose/Business Case: To provide state matching funds for BWATC's FY 2010 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,842,400; FY 2010 State Restricted Comprehensive Transportation Funds - \$710,600.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48060.

115. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z10) under Master Agreement (2007-0245) between MDOT and the Livingston County Board of Commissioners will provide toll credits as the state match for the County's FY 2010 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$228,464. Toll credits in the amount of \$45,693 will be used as the state match. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$228,464.

Criticality: Approval of this authorization is critical to provide Livingston County with funding to perform essential maintenance on transit vehicles.

Purpose/Business Case: To provide toll credits as the state match for the County's FY 2010 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$228,464.

* Denotes a non-standard contract/amendment

Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this authorization is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 48855.

116. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z4/R2) under Master Agreement (2007-0252) between MDOT and the Marquette County Transit Authority (Marquette) will add line items for architectural and engineering work (A&E) and land purchase and will move funding from the facility construction line item to fund the two new line items. The original authorization had one general line item for facility construction that included A&E and land acquisition; however, the Federal Transit Administration (FTA) requires that the line items be specifically identified. The A&E and land purchase line items are being added to the authorization to meet the FTA requirements. The original authorization provides state matching funds for Marquette's FY 2007 Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, July 17, 2007, through July 16, 2011. The authorization amount remains unchanged at \$375,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FTA Funds - \$300,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$75,000.

Criticality: Approval of this revision is critical to ensuring that the necessary transportation infrastructure is completed.
Purpose/Business Case: To correct the authorization to meet FTA requirements by adding line items for A&E and land purchase and to move funding from the facility construction line item to fund the two new line items.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$300,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$75,000.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 49855.

117. PASSENGER TRANSPORTATION – Section 5310 Program

Project Authorization Revision (Z2/R1) under Master Agreement (2007-0267) between MDOT and Newaygo County Commission on Aging (NCCOA) will extend the authorization term by one year. The project was delayed because NCCOA was waiting for a transit needs assessment to be completed. However, the assessment is taking longer than anticipated and NCCOA has decided that there is a need for a vehicle storage building, regardless of the assessment results. NCCOA is now prepared to go ahead with the project, but requires additional time to complete the vehicle storage building. The original authorization provides state matching funds for NCCOA's FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program and Category D Economic Development Fund grant. The revised authorization term will be September 12, 2007, through September 11, 2011. The authorization amount remains unchanged at \$62,500. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$50,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$12,500.

Criticality: Approval of this revision is critical to avoid delays in deploying necessary transportation infrastructure.
Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for NCCOA to complete the vehicle storage building,

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$50,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$12,500.

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: 49349.

118. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z7/R1) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by two years to provide sufficient time for SMART to complete the facility renovation project. The renovation was originally planned for SMART's Wayne terminal, however, due to future funding concerns, the project has been canceled. SMART has decided to use the funding to renovate several facilities by completing smaller projects at each facility, such as upgrading fire suppression systems, replacing windows, and installing and replacing asphalt and concrete. The original authorization provides state matching funds for SMART's FY 2007 Federal Section 5309 Capital Discretionary Program and High Priority Project grant. The revised authorization term will be August 31, 2007, through August 30, 2012. The authorization amount remains unchanged at \$2,187,500. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,750,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$437,500.

Criticality: This revision will provide sufficient time for SMART to complete facility renovations that will make multiple sites safer and more efficient.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for SMART to complete the facility renovations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,750,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$437,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding 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: 48226.

119. TRANSPORTATION PLANNING – Signal Optimization Study

Authorization (Z21) under Master Agreement (2009-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the conduct of the West Ottawa County Signal Optimization Study and the implementation of signal timing changes in accordance with the study findings. The authorization will be in effect from date of award through September 30, 2010. The authorization amount will be \$67,500. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 100% Federal Highway Administration Funds.

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

Purpose/Business Case: To provide for the conduct of a signal optimization study and the update of hardware on 66 traffic signals along 13 corridors to implement timing changes.

Benefit: The traffic signal optimization will improve traffic movement, reduce congestion and vehicle emissions, and improve roadway safety along the corridors.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 100% Federal Highway Administration Funds (CMAQ).

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If this authorization is not approved, an opportunity will be lost to improve traffic movement, reduce congestion and vehicle emissions, and improve roadway safety along the corridors; and federal funding could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

120. *TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2010-0354) between MDOT and the City of Pontiac will transfer jurisdiction of Jackson Street from .036 miles west of the centerline of the I-75 business loop/Woodward Avenue easterly to the centerline of the I-75 business loop/Woodward Avenue, a total distance of .036 miles. Jurisdiction will transfer from the City of Pontiac to MDOT upon the date of award of this 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 priority ranking, which is critical to the allocation of the limited funds available to road agencies for improvements. This transfer is required to facilitate the construction of the new Pontiac Transportation Center, an intermodal facility serving the National Railroad Passenger Corporation (Amtrak).

Purpose/Business Case: To transfer jurisdiction of Jackson Street from .036 miles west of the centerline of the I-75 business loop/Woodward Avenue easterly to the centerline of the I-75 business loop/Woodward Avenue, a total distance of .036 miles, from the City of Pontiac to MDOT.

Benefit: This road re-assignment will facilitate construction of the Pontiac Transportation Center, an important MDOT project aimed at improving Amtrak service in the area and revitalizing the downtown area of the city.

Funding Source: This is a zero dollar MOU.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfer does not occur, construction of the Pontiac Transportation Center will be delayed.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48321.

121. *TRANSPORTATION PLANNING - Purchase Diesel Street Sweeper and Diesel Dump Trucks.

Contract (2010-0366) between MDOT and the City of Battle Creek will provide federal grant funds and local matching funds for the purchase of one new diesel street sweeper and two new diesel dump trucks under the Federal Congestion Mitigation Air/Quality (CMAQ) Improvement Program. The dump trucks will replace two older, higher emissions diesel trucks and the sweeper will replace an older, higher emissions diesel sweeper. The City is responsible for maintaining federal-aid eligible roads under its jurisdiction. The contract will be in effect from the date of award through September, 2012. The contract amount will be \$391,700. Source of Funds: Federal Highway Administration (FHWA) Funds - \$263,460; City of Battle Creek Funds - \$128,240.

Criticality: The City of Battle Creek has been awarded a federal grant (grant number 10101) for the purchase of three low emissions vehicles to replace three existing vehicles with higher emissions. The City would like to purchase these vehicles by the end of FY 2011 and needs to have the contract in place in order to be reimbursed for funds expended on the vehicles.

Purpose/Business Case: To provide for the purchase of one new diesel street sweeper and two new diesel dump trucks.

Benefit: Will allow the City of Battle Creek to be reimbursed for the purchase of the new diesel street sweeper and the two dump trucks. The new vehicles will produce lower emissions, which will improve air quality in the area.

Funding Source: Federal Highway Administration Funds (FHWA) - \$263,460; City of Battle Creek Funds - \$128,240.

Commitment Level: The contract is for a fixed grant amount.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, and federal funding may be lost.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49037.

122. *TRANSPORTATION PLANNING - Purchase of Diesel Dump Truck

Contract (2010-0367) between MDOT and the City of Springfield will provide federal grant funds and local matching funds for the purchase of one new diesel dump truck under the Federal Congestion Mitigation Air/Quality (CMAQ) Improvement Program. The dump truck will replace an older, higher emissions diesel truck. The City is responsible for maintaining federal-aid eligible roads under its jurisdiction. The contract will be in effect from the date of award through September 30, 2012. The contract amount will be \$124,750. Source of Funds: Federal Highway Administration (FHWA) Funds - \$74,850; City of Springfield Funds - \$49,900.

Criticality: The City of Springfield has been awarded a federal grant (grant number 10102) for the purchase of a low emissions vehicle to replace an existing vehicle with higher emissions. The City would like to purchase the vehicle by the end of FY 2011 and needs to have the contract in place in order to be reimbursed for funds expended on the vehicle.

Purpose/Business Case: To provide for the purchase of one new diesel dump truck.

Benefit: Will allow the City of Springfield to be reimbursed for the purchase of the new diesel dump truck. The new vehicle will produce lower emissions, which will improve air quality in the area.

Funding Source: Federal Highway Administration Funds (FHWA) - \$74,850; City of Battle Creek Funds - \$49,900.

Commitment Level: The contract is for a fixed grant amount.

Risk Assessment: If the contract is not approved, the project may not proceed as planned and federal funding may be lost.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49037.

SUBCONTRACTS

| | | |
|---|--|--|
| 123. Ajax Paving Industries 830 Kirts Boulevard P.O. Box 7058 Troy, MI 48007 | Low Bid: Engineer's Estimate: Over/Under: | \$ 50,562.29 \$ 69,011.00 - 26.7% |
|---|--|--|

Description of Work: Concrete Repairs

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for concrete pavement repairs on ramp from westbound M-29 to eastbound I-94 in Macomb County. The project was advertised, and four bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the road will continue to deteriorate and the risk of accidents could increase. The surface of this road is in poor condition and deteriorating quickly.

Purpose/Business Case: To provide for concrete pavement repairs on ramp from westbound M-29 to eastbound I-94 in Macomb County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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: 48007.

| | | | |
|------|-------------------------------|-----------------------------|----------------------|
| 124. | Ajax Paving Industries | Low Bid: | \$ 589,274.13 |
| | 830 Kirts Boulevard | Engineer's Estimate: | \$ 758,683.60 |
| | P.O. Box 7058 | Over/Under: | - 22.3% |
| | Troy, MI 48007 | | |

Description of Work: HMA Asphalt Resurfacing

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for hot mix asphalt resurfacing on M-53 in Macomb County. The project was advertised, and four bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the road will continue to deteriorate and the risk of accidents could increase. The surface of this road is in poor condition and deteriorating quickly.

Purpose/Business Case: To provide for hot mix asphalt resurfacing on M-53 from South Kidder Road to just north of 34 Mile Road in Macomb County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If work is not performed, the roadways could become hazardous.

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

Selection: Low bid.

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

Zip Code: 48007.

| | | | |
|------|-------------------------------|-----------------------------|------------------|
| 125. | Ajax Paving Industries | Low Bid: | \$ 58,926 |
| | 830 Kirts Boulevard | Engineer's Estimate: | \$ 76,214 |
| | P.O. Box 7058 | Over/Under: | - 22.7% |
| | Troy, MI 48007 | | |

Description of Work: Concrete Repairs

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for concrete pavement repairs on the I-696 Service Drive in Macomb County. The project was advertised, and four bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: If the services are not performed, the road will continue to deteriorate and the risk of accidents could increase. The surface of this road is in poor condition and deteriorating quickly.

Purpose/Business Case: To provide for concrete pavement repairs on I-696 Service Drive westbound from Milton to Dequindre Road in the City of Warren, Macomb County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If work is not performed, the roadways could become hazardous.

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

Selection: Low bid.

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

Zip Code: 48007.

| | | | |
|------|-------------------------------|-----------------------------|----------------------|
| 126. | Ajax Paving Industries | Low Bid: | \$ 203,016.37 |
| | 830 Kirts Boulevard | Engineer's Estimate: | \$ 255,233.00 |
| | P.O. Box 7058 | Over/Under: | - 20.5% |
| | Troy, MI 48007 | | |

Description of Work: HMA Asphalt Resurfacing

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for hot mix asphalt resurfacing on eastbound I-94 at 10 Mile Road in Macomb County. The project was advertised, and four bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the road will continue to deteriorate and the risk of accidents could increase. The surface of this road is in poor condition and deteriorating quickly.

Purpose/Business Case: To provide for hot mix asphalt resurfacing on eastbound I-94 at 10 Mile Road in Macomb County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If work is not performed, the roadways could become hazardous.

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

Selection: Low bid.

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

Zip Code: 48007.

127. **Utility Services Authority, LLC**
6001 Schooner Drive
P.O. Box 910
Belleville, MI 48112

Low Bid: \$ 72,000
Engineer's Estimate: \$ 79,000
Over/Under: -8.9%

Description of Work: Culvert Liner Installation

Approval is requested to authorize the Clare County Road Commission to award a subcontract for the installation of culvert liners at the US-127 and US-10 interchange in Clare County. The culvert repairs are needed because the culverts have holes from deterioration and the shoulders are collapsing at their locations. The project was advertised, and three bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the culvert will continue to deteriorate and the risk of the culvert washing out and causing the road to collapse could increase.

Purpose/Business Case: To provide for the repair of culverts with flexible liners to extend their service lives. The liners will be placed in the culverts at the US-127 and US-10 interchange in Clare County.

Benefit: Will provide for safer highways by installing liners in culverts that have rusted and need to be repaired.

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: The culverts are in need of new liners to extend their service lives. If the culverts are not repaired, the bottoms will rust and wash out during times of high water flow. The loss of material below the culverts could cause a void under the road, which could cause the road to collapse.

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: 48112.

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: 48198.

POST-AWARD REPORTING

BID LETTING

LOCAL PROJECTS

| | | | |
|------|-------------------------------------|-----------------|-------------------|
| 129. | LETTING OF APRIL 02, 2010 | ENG. EST. | LOW BID |
| | PROPOSAL 1004061 | \$ 2,218,297.78 | \$ 2,022,528.89 |
| | PROJECT ARE 63052-106024 | | |
| | LOCAL AGRMT. 09-5778 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - NOVEMBER 15, 2010 | | -8.83 % |

Construction of a non-motorized bridge including hot mix asphalt, placing retaining walls, and approach work at Clinton River Trail Bridge over US-24 in the city of Pontiac, Oakland County.

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

6.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|-------------------------------------|------------------------|-------------|-------------|
| Anlaan Corporation | \$ 2,022,528.89 | Same | 1 ** |
| C. A. Hull Co., Inc. | \$ 2,085,050.48 | Same | 2 |
| Walter Toebe Construction Company | \$ 2,108,204.02 | Same | 3 |
| Dan's Excavating, Inc. | \$ 2,191,032.06 | Same | 4 |
| Posen Construction, Inc. | \$ 2,195,775.13 | Same | 5 |
| Angelo Iafrate Construction Company | \$ 2,479,847.69 | Same | 6 |
| J. Slagter & Son Construction Co. | | | |
| E. C. Korneffel Co. | | | |

6 Bidders

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|----------------------|-------------|-------------|
| R. Smith & Sons Trucking, Inc. | \$ 313,922.75 | Same | 1 ** |
| Peters Construction Co. | \$ 324,437.77 | Same | 2 |
| Kamminga & Roodvoets, Inc. | \$ 328,462.23 | Same | 3 |
| Hoffman Bros., Inc. | \$ 329,260.87 | Same | 4 |
| Triangle Excavators, Inc. | \$ 332,594.00 | Same | 5 |
| Brenner Excavating, Inc. | \$ 341,493.60 | Same | 6 |
| Northern Construction Services, Co. | \$ 354,543.48 | Same | 7 |
| Cripps Fontaine Excavating, Inc. | \$ 360,255.23 | Same | 8 |
| Al's Excavating, Inc. | \$ 368,338.23 | Same | 9 |
| Kalin Construction Co., Inc. | \$ 371,883.47 | Same | 10 |
| Nashville Construction Company | \$ 373,556.73 | Same | 11 |
| Schippers Excavating, Inc. | \$ 375,752.50 | Same | 12 |
| Weick Bros., Inc. | \$ 389,939.05 | Same | 13 |
| Rieth-Riley Construction Co., Inc. | | | |
| Milbocker and Sons, Inc. | | | |
| Balkema Excavating, Inc. | | | |

13 Bidders

| | | |
|-----------------------------------|---------------|-------------------|
| 132. LETTING OF JUNE 04, 2010 | ENG. EST. | LOW BID |
| PROPOSAL 1006059 | \$ 341,243.42 | \$ 259,924.55 |
| PROJECT ARUL 52423-107515 | | |
| LOCAL AGRMT. 10-5351 | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - AUGUST 28, 2010 | | -23.83 % |

0.15 mi of hot mix asphalt roadway reconstruction, concrete curb, gutter, and sidewalk, aggregate base, storm sewer, and restoration on Croix Street from Maas Street easterly to Baldwin Kiln Street in the city of Negaunee, Marquette County.

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

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|-----------------------------------|----------------------|-------------|-------------|
| Smith Paving, Inc. | \$ 259,924.55 | Same | 1 ** |
| Oberstar Inc. | \$ 271,362.70 | Same | 2 |
| Moyle Trucking & Excavating, Inc. | \$ 289,480.20 | Same | 3 |
| Associated Constructors, LLC | \$ 306,567.81 | Same | 4 |
| Bacco Construction Company | | | |
| A. Lindberg & Sons, Inc. | | | |
| Hebert Construction Company | | | |

4 Bidders

EXTRAS

133. **Extra 2010-090**

Control Section/Job Number: 25402-87265 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Rauhorn Electric, Inc.
17171 23 Mile Road
Macomb, MI 48042

Designed By: Rowe, Inc.
Engineer's Estimate: \$1,072,805.00

Description of Project:

1.19 mi of hot mix asphalt deceleration lane, intersection improvements, and new sign and signal installation on Bristol Road from I-69 easterly to North Torrey Road, Genesee County.

| | | |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date: | October 16, 2007 | |
| Contract Date: | November 27, 2007 | |
| Original Contract Amount: | \$1,053,914.90 | |
| Total of Overruns/Changes (Approved to Date): | (4,264.60) | - 0.40% |
| Total of Extras/Adjustments (Approved to Date): | 64,611.30 | + 6.13% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>7,310.00</u> | <u>+ 0.69%</u> |
| Revised Total | <u>\$1,121,571.60</u> | + 6.42% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.73% over the original budget for an **Authorized to Date Amount** of \$1,114,261.60.

Approval of this extra will place the authorized status of the contract 6.42% or \$67,656.70 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|-------------|----------|
| 2010-010 | 8 | \$13,164.00 | 02/02/10 |

Contract Modification Number(s): 10

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

CM 10

Video Camera Replacement,
Relocation and Alignment

1.00 Ea @ \$7,310.00/Ea

\$7,310.00

Total

\$7,310.00

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

CM 10

The current traffic control camera placement does not meet desired operation standards and is not functioning properly. The camera replacement is provided by supplier, and the contractor will replace or relocate the existing camera, riser, brackets, etc. as directed by the engineer. This additional work has been discussed with MDOT-Davison TSC. The extra cost for Video Camera Replacement, Relocation and Alignment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. This is non-participating item and is 100 percent funded by the Genesee County Road Commission.

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 at its August 3, 2010, meeting.

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: 48507.

134. **Extra 2010-091**

Control Section/Job Number: 82457-52174 Local Agency Project

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

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

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.
Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 km of railroad grade separation and concrete pavement reconstruction, drainage improvements, water main relocations, pump house construction, 2 span steel I beam bridge and pavement markings on Sheldon Road from 120 m south of Nantucket to 100 m north of M-14 overpass in the city of Plymouth, Wayne County.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | November 8, 2006 | |
| Contract Date: | November 20, 2006 | |
| Original Contract Amount: | \$10,170,387.92 | |
| Total of Overruns/Changes (Approved to Date): | (407,642.80) | - 4.01% |
| Total of Extras/Adjustments (Approved to Date): | 4,272,630.71 | + 42.01% |
| Total of Negative Adjustments (Approved to Date): | (27,904.98) | - 0.27% |
| THIS REQUEST | <u>24,718.53</u> | <u>+ 0.24%</u> |
| Revised Total | <u>\$14,032,189.38</u> | + 37.97% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 37.73% over the original budget for an **Authorized to Date Amount** of \$14,007,470.85.

Approval of this extra will place the authorized status of the contract 37.97% or \$3,861,801.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|---|----------------|----------|
| 2007-85 | 7 | \$350,000.00 | 06/05/07 |
| 2007-148 | 8 | \$350,000.00 | 10/02/07 |
| 2008-113 | 12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21 | \$160,381.83 | 08/05/08 |
| 2008-131 | 33 | \$1,392,435.00 | 09/02/08 |
| 2008-138 | 23, 25, 26, 27, 28, 29, 31 | \$373,605.80 | 09/02/08 |
| 2008-170 | 22, 30, 32, 34 | \$39,358.15 | 11/05/08 |
| 2009-026 | 35 r. 2, 36 r. 1 | \$463,836.34 | 02/03/09 |
| 2009-035 | 37, 38, 39, 41, 42, 43 | \$44,477.45 | 03/04/09 |
| 2009-064 | 44, 46, 47, 48, 55 | \$127,838.28 | 06/16/09 |
| 2009-096 | 56, 57, 58, 59, 60, 61, 62, 63, 64, 65 | \$405,701.65 | 07/21/09 |
| 2009-144 | 67 r. 2, 68 r. 1, 70 r. 1, 72 r 1, 73 | \$224,925.76 | 09/30/09 |
| 2009-160 | 76 | \$102,059.81 | 12/01/09 |
| 2010-37 | 77 r. 1, 78, 79, 80, 81, 82, 83, 85, 87 | \$184,398.28 | 03/02/10 |
| 2010-63 | 90, 91, 94, 95 | \$35,683.57 | 05/04/10 |

Contract Modification Number(s): 98, 102 r. 1

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

CM 98

| | | |
|------------------------------------|----------------------------|---------------------------|
| Concrete Steps and Catch Basin Mod | 13,216.93 Dlr @ \$1.00/Dlr | \$13,216.93 |
| Total | | <u>\$13,216.93</u> |

CM 102

| | | |
|--|----------------------------|---------------------------|
| Outlet Ditch Repair and Permanent Easement Grading | 11,501.60 Dlr @ \$1.00/Dlr | \$11,501.60 |
| Total | | <u>\$11,501.60</u> |

| | | |
|--------------------|--|---------------------------|
| Grand Total | | <u>\$24,718.53</u> |
|--------------------|--|---------------------------|

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

CM 98

The Contractor was directed to place concrete steps in front of the building at 888 Sheldon, which was necessary to fulfill an agreement made between the business owner and the county to obtain a permanent grading easement across the west 18 feet of the property. Acquisition of additional easement was necessary to have sufficient distance between the building and the new sidewalk to properly grade to an acceptable slope. Prior to the new construction and widening of Sheldon Road, there had been a sidewalk from the building's entrance to the existing sidewalk. In order to maintain that same access with the change in grade of Sheldon Road, it was necessary to place concrete steps.

The contractor was also directed to place a larger frame and cover on the drainage structures at Station 44+150 on both sides of the road. During several large storm events, water was observed backing up because the water could not enter the drainage structures fast enough due to limited drainage surface area. The placement of larger frame and covers increased the surface area and improved the road drainage during these large storm events.

The extra cost for Concrete Steps and Catch Basin Mod was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

CM 102

The contractor was directed to make repairs to the outlet ditch at locations where the ditch had been damaged by erosion since the ditch was originally constructed. This work included the regrading of portions of the ditch, removal of sedimentation, and the reseeding and mulching of those portions of the ditch. The ditch had been previously properly seeded and mulched; however, the erosion could not be prevented.

The contractor was also directed to grade the southeast corner of Sheldon Road and Goldsmith Street. Additional easement was obtained after the project had been originally awarded, creating additional grading and earth excavation.

The extra cost for Outlet Ditch Repair and Permanent Easement Grading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its July 29, 2010, meeting, and are now recommended for approval by the State Administrative Board on August 03, 2010.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%; unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48170.

135. **Extra 2010-092**

Control Section/Job Number: 82024-82589 MDOT Project

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

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

Contractor: C. A. Hull Co., Inc.
8177 Goldie Road
Walled Lake, MI 48390

Designed By: MDOT
Engineer's Estimate: \$7,382,165.19

Description of Project:

Rehabilitation of 12 structures on I-94 from Second Avenue northerly to French Street, Wayne County.

| | | |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date: | August 7, 2007 | |
| Contract Date: | August 7, 2007 | |
| Original Contract Amount: | \$8,150,328.51 | |
| Total of Overruns/Changes (Approved to Date): | (496,898.98) | - 6.10% |
| Total of Extras/Adjustments (Approved to Date): | 891,071.19 | + 10.93% |
| Total of Negative Adjustments (Approved to Date): | (20,750.00) | - 0.25% |
| THIS REQUEST | <u>65,581.89</u> | + <u>0.80%</u> |
| Revised Total | <u>\$8,589,332.61</u> | + 5.38% |

Offset Information

| | | |
|----------------------------|---------------|---------|
| Total Offsets This Request | (\$65,581.89) | - 0.80% |
| Net Revised Request | \$0.00 | + 0.00% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.58% over the original budget for an **Authorized to Date Amount** of \$8,523,750.72.

Approval of this extra will place the authorized status of the contract 5.38% or \$439,004.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|--------------|----------|
| 2008-022 | 1, 2 | \$695,986.00 | 02/05/08 |
| 2009-092 | 6 r. 2 | \$92,259.94 | 07/21/09 |
| 2009-159 | 7 r.2 | \$73,177.17 | 02/01/09 |

Contract Modification Number(s): 8

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

CM 8 82589A

| | | |
|---|----------------------------|---------------------------|
| Extra Force Account Deck Joint | 1.00 Dlr @ \$1,629.04/Dlr | \$1,629.04 |
| Extra Excess Pin and Hangers and Bushing | 1.00 Dlr @ \$6,218.00/Dlr | 6,218.00 |
| Extra Force Account Deck Patch Gratiot | 1.00 Dlr @ \$248.48/Dlr | 248.48 |
| Extra Force Acct. for Bracing Replacement | 1.00 Dlr @ \$12,321.65/Dlr | 12,321.65 |
| Extra Force Acct. Van Dyke Deck Patch | 1.00 Dlr @ \$818.27/Dlr | 818.27 |
| Extra Rauhorn Force Accounts | 1.00 Dlr @ \$3,831.45/Dlr | 3,831.45 |
| Extra Restock Charges for Joints | 1.00 Dlr @ \$33,552.00/Dlr | 33,552.00 |
| Payment for Re-Steel | 1.00 Dlr @ \$6,963.00/Dlr | 6,963.00 |
| Total | | <u>\$65,581.89</u> |

CM 8 Offset Information

| | | |
|--|-----------------------------|-----------------------------|
| Extra Payment for Re-Steel deleted from | | |
| Bridge Sidewalk Repairs | -1.00 Dlr @ \$6,963.00/Dlr | (\$6,963.00) |
| Extra Force Acct. Cadillac Deck Joint | -1.00 Dlr @ \$1,629.04/Dlr | (1,629.04) |
| Extra Force Acct. for | | |
| Mt. Elliot Bracing Replacements | -1.00 Dlr @ \$12,321.65/Dlr | (12,321.65) |
| Extra Force Acct. Gratiot Deck Patch | -1.00 Dlr @ \$248.48/Dlr | (248.48) |
| Extra Force Acct. VanDyke Patch for Deck | -1.00 Dlr @ \$818.27/Dlr | (818.27) |
| Extra Restock Charges for | | |
| Unused Expansion Joints | -1.00 Dlr @ \$33,552.00/Dlr | (33,552.00) |
| Extra Excess Pin/Hangers, | | |
| Structure Bushings | -1.00 Dlr @ \$6,218.00/Dlr | (6,218.00) |
| Extra Rauhorn Force Accounts | | |
| Gratiot Underbridge Lighting | -1.00 Dlr @ \$3,831.45Dlr | (3,831.45) |
| Total | | <u>(\$65,581.89)</u> |

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

CM8

During the course of reviewing the project records, an inadvertent error was discovered on CM 6, Revision 2. This CM had set up the above extras in category 0004 AT&T (SBC) which is the wrong category funding; they are now being corrected to category 0002 (STATE) payments. The reasons for the extra items of work on CM 6, Revision 2 were approved by the State Administrative Board on July 21, 2009.

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

These Extras were recommended for approval by the State Transportation Commission at its July 29, 2010 meeting, and are now recommended for approval by the State Administrative Board on August 3, 2010.

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

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

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

Funding Source: State Restricted Trunkline, 99.87%; SBC Communications, 0.13%, unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48216.

136. **Extra 2010-093**

Control Section/Job Number: 47007-102575 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: C & G Myers Construction, LLC
53162 Pontiac Trail
Milford, MI 48381

Designed By: OHM
DLZ

Engineer's Estimate: \$1,275,073.85

Description of Project:

0.34 mi of roundabout construction including concrete and hot mix asphalt pavement, concrete curb and gutter, culvert work, deep concrete overlay, barrier replacement, structural steel repairs, painting, and related approach work on Hamburg Road at Winans Lake Road and over the Huron River, Livingston County.

| | | |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date: | May 19, 2009 | |
| Contract Date: | June 4, 2009 | |
| Original Contract Amount: | \$962,213.76 | |
| Total of Overruns/Changes (Approved to Date): | 155,351.50 | + 16.15% |
| Total of Extras/Adjustments (Approved to Date): | 47,272.61 | + 4.91% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>16,487.95</u> | + <u>1.71%</u> |
| Revised Total | <u>\$1,181,325.82</u> | + 22.77% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 21.06% over the original budget for an **Authorized to Date Amount** of \$1,164,837.87.

Approval of this extra will place the authorized status of the contract 22.77% or \$219,112.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 24

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

| | | |
|------------------------|--------------------------|---------------------------|
| CM 24 | | |
| Temporary Beam Support | 1.00 Ls @ \$16,487.95/Ls | \$16,487.95 |
| Total | | <u>\$16,487.95</u> |

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

CM 24

Severe structural steel section loss of the bridge beams ends was brought to the attention of the engineer. The engineer identified six locations that required temporary supports, which was not identified at the time of design. These temporary supports allow for the installation of structural steel repairs and prevents the entire beam from failure. The contractor was authorized and directed by the engineer to furnish and install temporary beam supports. The extra cost for Temporary Beam Support was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

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 August 3, 2010.

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

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

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

Funding Source:

102575A: State Restricted Trunkline, 83.91%; Livingston County, 16.09%, unless otherwise noted.

103484A: FHWA 100.00%, unless otherwise noted

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48116.

137. **Extra 2010 -094**

Control Section/Job Number: 41025-100615 MDOT Project
 State Administrative Board - This project exceeds the 6% limit for reviewing extras.
 State Transportation Commission - This project exceeds the 10% limit for reviewing extras.
 Contractor: D. J. McQuestion & Sons, Inc.
 17708 18 Mile Rd
 Leroy MI 49655-8219
 Designed By: MDOT
 Engineer's Estimate: \$1,025,394.96

Description of Project:

0.57 mi of ramp construction on eastbound I-96 to M-21 westbound, Kent County. This project includes two 5 year materials and workmanship pavement warranties.

| | | |
|---|----------------------------|-----------------------|
| Administrative Board Approval Date: | April 21, 2009 | |
| Contract Date: | May 19, 2009 | |
| Original Contract Amount: | \$899,336.86 | |
| Total of Overruns/Changes (Approved to Date): | 12,929.43 | + 1.44% |
| Total of Extras/Adjustments (Approved to Date): | 47,552.96 | + 5.29% |
| Total of Negative Adjustments (Approved to Date): | (41,263.97) | - 4.59% |
| THIS REQUEST | <u>48,357.21</u> | + <u>5.38%</u> |
| Revised Total | <u>\$966,912.49</u> | + 7.52% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.14% over the original budget for an **Authorized to Date Amount** of \$918,555.28.

Approval of this extra will place the authorized status of the contract 7.52% or \$67,575.63 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r.1

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

| | | |
|---------------------------|----------------------------|---------------------------|
| CM 5 | | |
| Slope Restoration, Type A | 3,000.00 Syd @ \$1.50/Syd | \$4,500.00 |
| Replacement Trees | 43,857.21 Dlr @ \$1.00/Dlr | <u>43,857.21</u> |
| Total | | <u>\$48,357.21</u> |

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

CM 5

Earth disturbances within the project limits needed to be restored to final grade and the establishment of turf. The engineer had the contractor perform the extra item of work, Slope Restoration, Type A, which is for flat areas less than a 1 on 3 slopes. The extra cost for Slope Restoration, Type A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in the contract. There are no offsetting items of work.

During construction of the I-96 eastbound off ramp to M-21 westbound, it was necessary to remove trees for the construction operations. Detailed counts of the trees were recorded and the engineer determined environmental mitigation measures were needed to offset the original trees. The engineer directed the contractor to install multiple varieties, which included: (27) 12-13' Picea pungens glauca, (28) 12-13' Picea abies, (3) 8-9' Picea abies, (3) 8-9' Picea pungens glauca, (43) 5-6' Juniper virginiana. The extra cost for Replacement Trees was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its July 29, 2010 meeting, and are now recommended for approval by the State Administrative Board on August 3, 2010.

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

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

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

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 20%; 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: 49506.

138. **Extra 2010-095**

Control Section/Job Number: 82131-88469 MDOT Project

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

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

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Township, MI 48315-2707

Designed By: MDOT
Engineer's Estimate: \$2,897,305.73

Description of Project:

0.72 mi of enhancement work including reconstructing sidewalk, installing brick pavers and stamped concrete, landscaping, trees, lighting, irrigation, and sidewalk ramps on M-1 (Woodward Avenue) from Selden Street to Warren Avenue in the city of Detroit, Wayne County.

| | | |
|---|------------------------------|----------------|
| Administrative Board Approval Date: | February 19, 2008 | |
| Contract Date: | March 24, 2008 | |
| Original Contract Amount: | \$3,111,639.73 | |
| Total of Overruns/Changes (Approved to Date): | (320,402.58) | - 10.30% |
| Total of Extras/Adjustments (Approved to Date): | 307,781.99 | + 9.89% |
| Total of Negative Adjustments (Approved to Date): | (5,549.67) | - 0.18% |
| THIS REQUEST | <u>16,783.53</u> | + 0.54% |
| Revised Total | <u>\$3,110,253.00</u> | - 0.05% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract -0.59% under the original budget for an **Authorized to Date Amount** of \$3,093,469.47.

Approval of this extra will place the authorized status of the contract -0.05% or (\$1,386.73) under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|--------------|----------|
| 2010-19 5 | | \$165,553.50 | 02/16/10 |

Contract Modification Number(s): 6

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

CM 6

| | | |
|--|---------------------------|---------------------------|
| Extra Add on Cost to Provide | | |
| PLD LCP Enclosures | 1.00 Dlr @ \$8,230.09/Dlr | \$8,230.09 |
| Extra Lite FDN Removal for Conduit Run | 1.00 Dlr @ \$1,366.94/Dlr | 1,366.94 |
| Extra Repaired Duct Bank | 1.00 Dlr @ \$688.01/Dlr | 688.01 |
| Extra-Hand Dig Existing Handhole | 1.00 Dlr @ \$530.39/Dlr | 530.39 |
| Extra-Handhole Cleaning | 1.00 Dlr @ \$5,968.10/Dlr | <u>5,968.10</u> |
| Total | | <u>\$16,783.53</u> |

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

CM 6

The Power and Lighting of Detroit (PLD) would not approve the contract items of (2) -480V LCP enclosures; they would only accept 480/960V units. This extra is to cover the adjusted invoiced costs to provide the corrected PLD installations. The extra cost for Extra Add on Cost to Provide PLD LCP Enclosures was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction. There are no offsetting items of work.

The contractor was directed to remove an existing buried light foundation that was in conflict with the proposed conduit work. The extra cost for Extra Lite FDN Removal for Conduit Run was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

An existing conduit duct bank, which was part of an integral concrete foundation, needed repair. The damage was identified as a pre-existing condition. The extra cost for Extra Repaired Duct Bank was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

The contractor was directed to excavate an existing handhole so new cables could be attach in the handhole. The extra cost for Extra-Hand Dig Existing Handhole was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

Debris had accumulated in several handholes on the Woodward project over time. The extra cost for Extra-Handhole Cleaning was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its July 29, 2010, meeting, and are now recommended for approval by the State Administrative Board on August 3 2010.

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

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

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

Funding Source: FHWA, 76.50 %; City of Detroit, 23.50 %; 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: 48201.

139. **Extra 2010-097**

Control Section/Job Number: 39022-105128 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

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

Contractor: Walter Toebe Construction Company
P. O. Box 930129
Wixom MI 48393-0129

Designed By: Parsons Brinckerhoff, Inc
Engineer's Estimate: \$ 47,897,360.63

Description of Project:

1.90 mi of roadway reconstruction and widening, replacement of 4 bridges, construction of screening walls, retaining walls, drainage, maintenance of traffic, permanent signing, pavement markings, and traffic signal work on I-94 from east of Oakland Drive to east of Lovers Lane in the city of Portage, Kalamazoo County. This project includes a 5 year materials and workmanship pavement warranty.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | May 5, 2009 | |
| Contract Date: | June 5, 2009 | |
| Original Contract Amount: | \$43,861,323.62 | |
| Total of Overruns/Changes (Approved to Date): | 43,028.46 | + 0.10% |
| Total of Extras/Adjustments (Approved to Date): | 28,480.41 | + 0.06% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>3,212,317.01</u> | + <u>7.32%</u> |
| Revised Total | <u>\$47,145,149.50</u> | + 7.48% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.16% over the original budget for an **Authorized to Date Amount** of \$43,932,832.49.

Approval of this extra will place the authorized status of the contract 7.48% or \$3,283,825.88 over the **Original Contract Amount**. NOTE: Future decreases of original work items, related to this extra work, will amount to approximately \$4,230,218.22, a net savings of nearly \$1,017,907.21 for the department.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5

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

CM 5

| | | |
|--------------------------------------|-------------------------------|------------------------------|
| Value Engineering, VECP #1 | 1,017,907.21 Dlr @ \$1.00/Dlr | \$1,017,907.21 |
| Erect Wire Face, VECP, MSE Wall | 41,966.00 Sft @ \$5.30/Sft | 222,419.80 |
| Furnish Wire Face, VECP, MSE Wall | 41,966.00 Sft @ \$11.00/Sft | 461,626.00 |
| Level Pad, VECP, MSE Wall | 3,561.00 Ft @ \$28.00/Ft | 99,708.00 |
| MSE Wall Facing, CIP, VECP, MSE Wall | 50,571.00 Sft @ \$16.00/Sft | 809,136.00 |
| PVC Liner, VECP, MSE Wall | 4,959.00 Syd @ \$5.00/Syd | 24,795.00 |
| Select Backfill, VECP, MSE Wall | 39,100.00 Cyd @ \$14.75/Cyd | <u>576,725.00</u> |
| Total | | <u>\$3,212,317.01</u> |

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

CM 5

The contractor submitted a Value Engineering Change Proposal (VECP). The VECP was submitted per the requirements in the Supplemental Specification for VECP, as contained in the project proposal. The VECP modified the construction of proposed retaining walls on the project at the following bridges: C01, C02, C03 and C04. The original design in the contract proposed using conventional retaining wall construction materials and methods. The original design used steel piling foundations with concrete and reinforcement to retain the earth. The contractor had proposed constructing the walls using an engineering method called mechanical stabilized earth (MSE) retaining wall. This type of construction utilizes pre-cast materials, in which it lends itself to a more efficient use of equipment on the project. Hence, it provides a saving in equipment and labor. These types of savings are captured in negative adjustments in original contract items. In constructing this type of MSE wall, extra items of work are added to the contract and offsetting items will determine the final computed overall savings in the VECP.

Currently the projected savings will amount to over \$2,035,814.42 dollars. Once the total savings have been calculated, one-half of the total savings will be returned to MDOT and the other half paid to the contractor. This contract modification will authorize a budgeted payment amount to the contractor of \$1,017,907.21. The project is currently in the beginning stages of construction, so the final quantities and final cost savings have yet to be determined. Concurrence was received from the MDOT Southwest Region Engineer, Federal Highway Administration and MDOT's Construction and Technology Division on the change in stage construction. The extra item of Value Engineering VECP#1 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

- Erect Wire Face, VECP, MSE Wall
- Furnish Wire Face, VECP, MSE Wall
- Level Pad, VECP, MSE Wall
- MSE Wall Facing, CIP, VECP, MSE Wall
- PVC Liner, VECP, MSE Wall
- Select Backfill, VECP, MSE Wall

These extra items of work are all related in nature to the construction of a proposed MSE retaining wall in a VECP. The item of Erect Wire Face, VECP, MSE Wall and Furnish Wire Face, VECP, MSE Wall is the furnishing and construction of the primary face behind the “secondary concrete face” that a person sees when viewing the wall. The Level Pad, VECP, MSE Wall is a concrete footing used to provide a solid foundation and to provide a level work platform to construct a true aligned wall. The identity of the wall exposed to viewers is constructed and paid for using the extra item MSE Wall Facing, CIP, VECP, MSE Wall. The material used divert potential chemical infiltrates (salts, etc.) from the wall is by installing the PVC Liner, VECP, MSE Wall above the granular sand Select Backfill, VECP, MSE Wall. The extra cost for these extras was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other projects.

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

These Extras were recommended for approval by the State Transportation Commission at its July 29, 2010 meeting, and are now recommended for approval by the State Administrative Board on August 3, 2010.

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

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

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

Funding Source: American Recovery and Reinvestment Act funds, 90%, and DBE, 10%.

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: 49002.

140. **Extra 2010-098**

| | | |
|-----------------------------------|--|--------------|
| Control Section/Job Number: | 63043-55850 | MDOT Project |
| State Administrative Board - | This project has at least one extra that exceeds the \$100,000 limit for reviewing extras. | |
| State Transportation Commission - | This project has at least one extra that exceeds the \$250,000 limit for reviewing extras. | |
| Contractor: | Dan's Excavating, Inc 12955 23 Mile Road Shelby Twp MI 48315-2707 | |
| Designed By: | HNTB | |
| Engineer's Estimate: | \$ 56,922,987.60 | |

Description of Project:

5.61 mi of freeway widening and reconstruction including ramp reconstruction, storm sewer and culvert replacement, permanent signing, MITS installation, and rehabilitation of 9 structures on M-59 from Crooks Road to Ryan Road in the cities of Rochester Hills and Sterling Heights, Oakland and Macomb Counties. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | June 16, 2009 | |
| Contract Date: | July 31, 2009 | |
| Original Contract Amount: | \$50,482,258.39 | |
| Total of Overruns/Changes (Approved to Date): | \$244,215.57 | + 0.48% |
| Total of Extras/Adjustments (Approved to Date): | 473,990.85 | + 0.94% |
| Total of Negative Adjustments (Approved to Date): | (48,770.84) | - 0.10% |
| THIS REQUEST | <u>1,003,086.98</u> | <u>+ 1.99%</u> |
| Revised Total | <u>\$52,154,780.95</u> | + 3.31% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.32% over the original budget for an **Authorized to Date Amount** of \$51,151,693.97.

Approval of this extra will place the authorized status of the contract 3.31% or \$1,672,522.56 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 15, 18 r2

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

CM 15

| | | |
|---|----------------------------|----------------------------|
| Cold Milling Conc Pavt, Rumble Strips | 599.38 Syd @ \$15.00/Syd | \$8,990.70 |
| Pavt Joint and Crack Repr, Det 7 | 6,061.60 Ft @ \$14.00/Ft | 84,862.40 |
| Slope Restoration, Type A Modified VECP | 27,931.07 Syd @ \$3.08/Syd | 86,027.70 |
| Slope Restoration, Type B Modified VECP | 33,313.46 Syd @ \$3.24/Syd | 107,935.61 |
| Dr Structure Cover, Adj, Case 2 VECP | 6.00 Ea @ \$351.27/Ea | 2,107.62 |
| Dr Structure, Adj, Add Depth VECP | 7.76 Ft @ \$162.21/Ft | 1,258.75 |
| Dr Structure, Tap, 12 inch VECP | 1.00 Ea @ \$337.68/Ea | 337.68 |
| Dr Structure, Temp Lowering VECP | 8.00 Ea @ \$136.50/Ea | 1,092.00 |
| Sewer, CI E, 18 inch, Tr Det B VECP | 2,399.00 Ft @ \$36.94/Ft | 88,619.06 |
| Sewer, CI E, 24 inch, Tr Det B VECP | 308.00 Ft @ \$45.76/Ft | 14,094.08 |
| Shoulder, CI III, 6 inch VECP | 5,000.00 Syd @ \$5.85/Syd | 29,250.00 |
| Total | | <u>\$424,575.60</u> |

CM 18

| | | |
|--------------------------------|-----------------------------|----------------------------|
| Value Engineering Budget Stage | | |
| Construction Modification | 578,511.38 Dlr @ \$1.00/Dlr | \$578,511.38 |
| Total | | <u>\$578,511.38</u> |

Grand Total **\$1,003,086.98**

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

CM 15

This contract modification is to seek approval of extras as part of the Value Engineering Change Proposal (VECP). These changes are part of the VECP proposal, as agreed upon by all parties. The items identified in this CM are estimated and the final determination of the VECP Stage Construction amount will be identified at the end of the project.

The original staging plans and the VECP plans required placement of traffic on existing concrete shoulders that had rumble strips. It was decided to mill out the rumble strips and fill the void with HMA. The rumble strips fell in the wheel path of vehicles. The extra cost for Cold Milling Conc Pavt, Rumble Strips was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and to similar items in the contract.

Prior to shifting traffic into the original stage 1 construction and for the VECP staging, it was decided to repair existing deteriorated pavement joints using this item of work. Additional repairs were also required after traffic was shifted due continued deterioration of the pavement joints. The extra cost for Pavt Joint and Crack Repr, Det 7 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and to similar items in the contract.

Temporary soil erosion and sedimentation control over the winter was necessary between construction seasons and stages. The modified work deletes placement of permanent seeding mixture, fertilizer and topsoil surface. This restoration item is considered temporary in nature since the areas it will be used in will be re-disturbed in future stages. The extra cost for Slope Restoration, Type A Modified VECP and Slope Restoration, Type B Modified VECP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract.

During the construction of the proposed crossover, modifications to existing median drainage structures were necessary to collect the surface water from the roadway. The extra cost for Dr Structure Cover, Adj, Case 2 VECP and Dr Structure, Adj, Add Depth VECP and Dr Structure, Tap, 12 inch VECP and Dr Structure, Temp Lowering VECP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Sewer, CI E, 18 inch, Tr Det B VECP- This item is part of the VECP proposal as it is used for open cut sewer installation versus original sewer jacked in place. The extra cost for Sewer, CI E, 18 inch, Tr Det B VECP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in the contract.

Sewer, CI E, 24 inch, Tr Det B VECP- This item is part of the VECP proposal as it is used for open cut sewer installation versus original sewer jacked in place. The extra cost for Sewer, CI E, 24 inch, Tr Det B VECP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in the contract.

Shoulder, CI III, 6 inch VECP- This item is used to construct shoulders along temporary roadways built as part of the project and VECP staging. This item will be used in lieu of Class II shoulders along temporary roadways. The extra cost for Shoulder, CI III, 6 inch VECP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in the contract.

CM 18

A VECP was submitted by the contractor. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal. The VECP modified the stage construction of the project. The original designed stage construction provides for reconstructing eastbound and westbound M-59 concurrently, while maintaining traffic adjacent to the construction on the eastbound and westbound M-59 roadways.

The staging, as modified by the VECP, places eastbound and westbound M-59 traffic on the same roadway using median crossovers while the other roadway is being reconstructed. The proposal reduces the total time M-59 lane closures will be used by completing all work requiring M-59 lane closures (except for final pavement marking work) in 2010 vs 2011, as described in the contract progress clause.

The VECP final savings is currently an estimated number and will not be known until the final quantities for each of the items are known. Currently the projected savings will amount to over \$1,157,022.76 dollars. Once the total savings have been calculated, one-half of the total savings will be returned to MDOT and the other half paid to the contractor. Contract modification 18 will authorize payment to the contractor in the amount of \$578,511.38. The project is currently in the beginning stages of construction, so the final quantities and final cost savings have yet to be determined. Concurrence was received from the Federal Highway Administration on the change in stage construction.

The extra item of Value Engineering Budget Stage Construction Modification was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

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

These extras were recommended for approval by the State Transportation Commission at its July 29, 2010, meeting, and are now recommended for approval by the State Administrative Board on August 3, 2010.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extras item 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: American Recovery and Reinvestment Act funds, 92%, DBE, 8%.

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: 48909.

141. **Extra 2010-099**

Control Section/Job Number: 20012-79594 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: M & M Excavating Company
17 Old State Road
Gaylord MI 49735-7655

Designed By: MDOT
Engineer's Estimate: \$ 4,878,378.63

Description of Project:

0.87 mi of hot mix asphalt reconstruction and widening, storm sewer, sanitary sewer and watermain reconstruction, structure resurfacing, traffic signal work, streetscaping, pavement marking, sidewalk work and minor landscaping on I-75BL from M-72 East northerly to M-72 West in the city of Grayling, Crawford County. This project includes a 5 year materials and workmanship pavement warranty.

| | | |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date: | January 20, 2009 | |
| Contract Date: | February 05, 2009 | |
| Original Contract Amount: | \$4,321,403.76 | |
| Total of Overruns/Changes (Approved to Date): | 39,678.45 | + 0.92% |
| Total of Extras/Adjustments (Approved to Date): | 229,178.22 | + 5.30% |
| Total of Negative Adjustments (Approved to Date): | (50,872.15) | - 1.18% |
| THIS REQUEST | <u>64,409.84</u> | <u>+ 1.49%</u> |
| Revised Total | <u>\$4,603,798.12</u> | + 6.53% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.04% over the original budget for an **Authorized to Date Amount** of \$4,539,388.28.

Approval of this extra will place the authorized status of the contract 6.53% or \$282,394.36 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9 r.2

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

CM 9

| | | |
|---|----------------------------|---------------------------|
| Cold Milling Damage Claim | 1.00 Ea @ \$2,025.90/Ea | \$2,025.90 |
| Gas line damage at Marathon | 1.00 Ls @ \$4,623.94/Ls | 4,623.94 |
| Material, Surplus & Unsuitable, Rem, LM | 3,610.00 Cyd @ \$16.00/Cyd | <u>57,760.00</u> |
| Total | | <u>\$64,409.84</u> |

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

CM 9

While cold milling at the intersection of M-72 and State Road (southeast corner) there was a drainage structure that was not located. The structure was deemed as a subsurface hidden obstruction, buried below the asphalt pavement. The mill hit the structure and damage occurred to the machine. The contractor was shutdown to replace broken mill teeth, holders for the teeth, and a shear pin for the cutter drum. The engineer used the 2003 Standard Specifications for Construction, Section 103.02.C. Differing Site Conditions to authorize payment to the contractor for this extra work. The extra cost for Cold Milling Damage Claim was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

During the progress of work in the grading permit area at the Marathon gas station, the contractor damaged an existing gasoline line whose location was not shown on the plans. The gas station owner, Johnson Oil Company, made repairs to the line and submitted the bill to the contractor. After discussion with MDOT's North Region Real Estate staff it was determined that MDOT is responsible for the costs of the repairs since the gas line was not shown on the plans and within the grading easement. The engineer used the 2003 Standard Specifications for Construction, Section 103.02.C. Differing Site Conditions to authorize payment to the contractor for this extra work. The extra cost for Gas line damage at Marathon was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

During excavation operations, a significant amount of unsuitable material was found near the Au Sable River on I-75BL. The unsuitable material was discovered during installation of the storm sewer, the Baysaver storm water treatment unit, and during reconstruction of the roadway. The underlying material discovered consisted of a combination of stumps, logs, sawdust, and large stones. This type of underlying material was often "bridged over" during the early road-building era, especially near river areas. The limits of the material were approximately 200' on each side of the river, and the depth varied from just a couple of feet to over 15 feet close to the river. The soil borings for the project did not represent this area, as point locations implied clean sand throughout the length of the project. The plans did not propose to replace the material below the sand subbase as part of the reconstruction. Due to the nature of the material, it could have long-term effects on the new pavement, as discussed with the North Region Soils Engineer. The extra cost for Material, Surplus & Unsuitable, Rem, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Administrative Board on August 3, 2010.

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

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

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

Funding Source: FHWA, 80.52%; State Restricted Trunkline, 14.83%; City of Grayling, 4.65%, 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: 49738.

142. **Extra 2010 -100**

| | | |
|-----------------------------------|---|--------------|
| Control Section/Job Number: | 09011-48271 | MDOT Project |
| State Administrative Board - | This project has an individual extra that exceeds the \$100,000 limit for reviewing extras. | |
| State Transportation Commission - | Does not meet criteria. | |
| Contractor: | C. A. Hull Co., Inc. 8177 Goldie St Commerce Twp MI 48390-4106 | |
| Designed By: | MDOT | |
| Engineer's Estimate: | \$ 32,468,546.94 | |

Description of Project:

4.49 mi of hot mix asphalt and concrete reconstruction and widening including watermain, sanitary and storm sewer, bridge deck and structure replacements on 6 bridges, signal, arch and box culvert replacements, intersection improvements, guardrail, and safety improvements on M-84 from south of Delta Road northerly to M-13 and on I-75 from south of M-84 northerly to north of Hotchkiss Road, Bay County. This project includes two 5 year materials and workmanship pavement warranties and a 2 year bridge painting warranty.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | September 30, 2009 | |
| Contract Date: | January 25, 2010 | |
| Original Contract Amount: | \$32,440,535.18 | |
| Total of Overruns/Changes (Approved to Date): | (21,224.88) | - 0.07% |
| Total of Extras/Adjustments (Approved to Date): | 58,633.80 | + 0.18% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | - 0.00% |
| THIS REQUEST | <u>174,160.70</u> | <u>+ 0.54%</u> |
| Revised Total | <u>\$32,652,104.80</u> | + 0.65% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.11% over the original budget for an **Authorized to Date Amount** of \$32,477,944.10.

Approval of this extra will place the authorized status of the contract 0.65% or \$211,569.62 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

CM 2

| | | |
|-------------------------------------|---------------------------|----------------------------|
| Remove ATT owned conduits, asbestos | 1.00 Ls @ \$174,160.70/Ls | <u>\$174,160.70</u> |
| Total | | <u>\$174,160.70</u> |

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

CM 2

Existing conduits that serve the AT&T business needs were present on the structures of S02-1 and S02-2 on M-84 over I-75. The removal and disposal of these asbestos conduits, as performed by Professional Thermal Systems, Inc., was negotiated between the contractor and AT&T. This is non- participating item to the department and funded 100 percent by AT&T.

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 August 3, 2010.

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

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

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

Funding Source: American Recovery and Reinvestment Act funds, 90%, and DBE, 10%.

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: 48706.

143. **Extra 2010-101**

Control Section/Job Number: 49023-79116 MDOT Project

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

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

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: MDOT
Engineer's Estimate: \$2,894,480.81

Description of Project:

Deck replacement, steel repair, partial painting, and joint replacement on US-2 over Cut River and over Millecoquin River, Mackinac County.

| | | |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date: | February 5, 2008 | |
| Contract Date: | February 5, 2008 | |
| Original Contract Amount: | \$3,075,998.03 | |
| Total of Overruns/Changes (Approved to Date): | 107,322.02 | + 3.49% |
| Total of Extras/Adjustments (Approved to Date): | 411,685.83 | + 13.38% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>3,032.57</u> | <u>+ 0.10%</u> |
| Revised Total | <u>\$3,598,038.45</u> | + 16.97% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.87% over the original budget for an **Authorized to Date Amount** of \$3,595,005.88

Approval of this extra will place the authorized status of the contract 16.97% or \$522,040.42 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|--------------|----------|
| 2009-019 | 7 | \$205,808.50 | 02/03/09 |
| 2010-080 | 13 r.1 | \$40,487.82 | 07/06/10 |

Contract Modification Number(s): 8

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

| | | |
|--|---------------------------|--------------------------|
| CM 8 | | |
| Barricade Type III, Damaged | 2.00 Ea @ \$325.50Ea | \$651.00 |
| Pavt Mrkg, Regular Dry, 4 inch, Yellow | 8,372.00 Ft @ \$0.063/Ft | 527.44 |
| Pavt Mrkg, Regular Dry, 6 inch, White | 22,073.00 Ft @ \$0.084/Ft | <u>1,854.13</u> |
| Total | | <u>\$3,032.57</u> |

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

CM 8

In the construction of the project, damage had occurred to some barricades due to a traffic accident. Section 812.04, Item A of the 2003 Standard Specifications for Construction requires damage compensation to the contractor for traffic control items used on a project. Therefore, the cost for Barricade Type III, Damaged was determined to be a contract mandated extra cost using the invoice, per Section 812.04, Item A of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

The project was set up with pavement markings to be installed during the opening of the bridge in a warmer part of the season. With a delay in the project until late fall, the contract material is not conducive to cold weather; therefore, another product had to be installed. At the time of re-opening, US-2 at the Cut River Bridge, pavement markings were required for the motoring public safety. There are no offsetting quantities. The extra cost for Pavt Mrkg, Regular Dry, 4 inch, Yellow and Pavt Mrkg, Regular Dry, 6 inch, White was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its July 29, 2010, meeting, and is now recommended for approval by the State Administrative Board on August 3, 2010.

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

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

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

Funding Source:

79116A: FHWA, 80%; State Restricted Trunklines, 20%;

100475A: FHWA, 80%; State Restricted Trunklines, 20%, unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 49760.

144. **Extra 2010 -102**

Control Section/Job Number: 28055-106303 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Rieth-Riley Construction Co., Inc.
P O Box 477
Goshen IN 46527-0477

Designed By: KPM Engineering
Engineer's Estimate: \$ 463,636.97

Description of Project:

1.37 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate shoulders, guardrail, slope restoration, and pavement marking on Karlin Road from Youker Road northerly to M-137, Grand Traverse County.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval Date: | October 16, 2009 | |
| Contract Date: | December 17, 2009 | |
| Original Contract Amount: | \$403,457.82 | |
| Total of Overruns/Changes (Approved to Date): | 0.00 | + 0.00% |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | - 0.00% |
| THIS REQUEST | <u>272,814.00</u> | <u>+ 67.62%</u> |
| Revised Total | <u>\$676,271.82</u> | + 67.62% |

Offset Information

| | | |
|----------------------------|----------------|----------|
| Total Offsets This Request | (\$272,814.00) | - 67.62% |
| Net Revised Request | (\$0.00) | - 0.00% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$403,457.82.

Approval of this extra will place the authorized status of the contract 67.62% or \$272,814.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

| | | |
|--------------|----------------------------|----------------------------|
| CM 1 | | |
| HMA, LVSP | 6,654.00 Ton @ \$41.00/Ton | \$272,814.00 |
| Total | | <u>\$272,814.00</u> |

CM 1 Offset Information

| | | |
|--------------|-----------------------------|------------------------------|
| HMA, 13A | -6,654.00 Ton @ \$41.00/Ton | (\$272,814.00) |
| Total | | <u>(\$272,814.00)</u> |

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

CM 1

As MDOT has phased into using Low Volume Superpave (LVSP) mixtures for all HMA work, the transition into these mixtures are in a statewide process for local agency projects. The Local Agency Programs Mixture Selection Guidelines still permit the use of some Marshall mixtures, but encourage the use of Superpave mixtures. The contractor has requested to substitute HMA, LVSP for the HMA, 13A included in the contract, for the same unit price. This substitution will coincide with MDOT's implementation of Superpave mixtures and has been discussed with the MDOT delivery engineer. This change also includes the addition of 03SP501(F), Special Provision for Superpave HMA Mixtures, to the contract documents. The extra cost for HMA, LVSP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract.

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

This Extra was recommended for approval by the State Transportation Commission at its July 29, 2010 meeting, and is now recommended for approval by the State Administrative Board on August 3, 2010.

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

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

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

Funding Source: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 49643.

145. **Extra 2010 -103**

Control Section/Job Number: 25032-87775 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Motor City Electric Utilities Company
9440 Grinnell St
Detroit MI 48213-1151

Designed By: HNTB
Engineer's Estimate: \$ 2,758,382.12

Description of Project:

31.60 mi of installation of 25 microwave detection system devices of closed circuit television cameras, dynamic message signs, and communication towers on I-475, I-75/US-23, and M-15 in the cities of Burton, Flint and Swartz Creek, Genesee County.

| | | |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date: | October 7, 2008 | |
| Contract Date: | October 29, 2008 | |
| Original Contract Amount: | \$2,807,331.19 | |
| Total of Overruns/Changes (Approved to Date): | (5,162.93) | - 0.18% |
| Total of Extras/Adjustments (Approved to Date): | 60,590.00 | + 2.16% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | - 0.00% |
| THIS REQUEST | <u>207,019.96</u> | <u>+ 7.37%</u> |
| Revised Total | <u>\$3,069,778.22</u> | + 9.35% |

Offset Information

| | | |
|----------------------------|----------------|----------|
| Total Offsets This Request | (\$309,006.17) | - 11.01% |
| Net Revised Request | (\$101,986.21) | - 3.63% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.98% over the original budget for an **Authorized to Date Amount** of \$2,862,758.26.

Approval of this extra will place the authorized status of the contract 9.35% or \$262,447.03 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:
CM 5

JN 87776A

| | | |
|--|-------------------------|-------------|
| _Cabinet, ITS, Pole Mounted, Including DC MFES, without UPS | 2.00 Ea @ \$9,071.21/Ea | \$18,142.42 |
| _Cabinet, ITS, Small Pole Mtd Enclosed, (Including MFES) | 1.00 Ea @ \$9,399.17/Ea | 9,399.17 |

JN 87794A

| | | |
|--|--------------------------|----------------------------|
| _Cabinet, ITS, Pole Mounted, Including DC MFES, without UPS | 2.00 Ea @ \$9,071.21/Ea | 18,142.42 |
| _Cabinet, ITS, Small Pole Mtd Enclosed, (Including MFES) | 12.00 Ea @ \$9,399.17/Ea | 112,790.04 |
| _Cabinet, ITS Small, Including DVE, (Including MFES) | 1.00 Ea @ \$11,073.09/Ea | 11,073.09 |
| _Fiber to cat5e Media Converters | 4.00 Ea @ \$550.00/Ea | 2,200.00 |
| _ITS Integration | 1.00 LS @ \$35,272.82/LS | <u>35,272.82</u> |
| Total | | <u>\$207,019.96</u> |

CM 5 Offset Information

JN 87776A

| | | |
|--|----------------------------|----------------|
| _Application Server | -1.00 Ea @ \$125,567.40/Ea | (\$125,567.40) |
| _Cabinet, ITS, Pole Mounted | -1.00 Ea @ \$8,940.75/Ea | (8,940.75) |
| _Cabinet, ITS, Pole Mounted, without UPS | -2.00 Ea @ \$7,072.92/Ea | (14,145.84) |

JN 87794A

| | | |
|---|---------------------------|-------------|
| _Cabinet, ITS, Pole Mounted | -11.00 Ea @ \$8,940.75/Ea | (98,348.25) |
| _Cabinet, ITS, Pole Mounted, Including MFES | -1.00 Ea @ \$10,487.92/Ea | (10,487.92) |
| _Cabinet, ITS, Pole Mounted, Including MFES, DVE | -1.00 Ea @ \$10,736.64/Ea | (10,736.64) |
| _Cabinet, ITS, Pole Mounted, without UPS | -2.00 Ea @ \$7,072.92/Ea | (14,145.84) |

JN 87775A

| | | |
|-----------------------------|--------------------------|------------------------------|
| _Laptop Class Computer | -1.00 Ea @ \$9,493.35/Ea | (9,493.35) |
| _Security Firewall | -1.00 Ea @ \$5,256.50/Ea | (5,256.50) |
| _Workstation Class Computer | -2.00 Ea @ \$5,941.84/Ea | <u>(11,883.68)</u> |
| Total | | <u>(\$309,006.17)</u> |

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

CM 5

In September 2009, it was confirmed that access to Metro Region for the traffic management system (ATMS) would not be possible due to the following on-going projects: ITS Integrator, Gateway Upgrade of Legacy Devices, I-96 Upgrade of Legacy Devices, and TMC Relocation. Completion of these projects is important to the business, as is the desire to provide an improved ATMS across the state. Due to a convergence of multiple projects with overlapping target dates, implementation of the ATMS at Michigan Intelligent Transportation Systems Center (MITSC) in Detroit, and including the Blue Water Bridge in Port Huron, will be delayed until an unknown time in the future. A project scope shift is being requested to allow the ATMS to be deployed in other Michigan locations in place of Metro and the Blue Water Bridge.

Deployment to the alternate locations will enable the implementation of a robust, scalable and network-capable traffic management system during the summer travel season. Visitors and citizens of Michigan will benefit as the management of traffic cameras, dynamic message signs and speed sensors will result in shorter delays, reduced fuel usage and better emergency response times. The proposed changes will enable the ATMS project to retain its starting target release date, while enabling current projects (such as upgrading legacy devices at Metro) to be completed at the Metro Region and Blue Water Bridge. Once access to these regions is possible, the ATMS can use the upgrades to its advantage during the testing and deployment. Revisions of the release locations will also result in savings to the state, as implementation of an interim solution will not be needed at all sites.

Contract Work Order Number 4 was issued as a follow up to the "Project Change Request" that was generated and approved by MDOT (John Friend and Greg Krueger) and MDTAB (William Pemble). Based on the recommendation from Paul Carr (HNTB), the following items will be deleted from the contract: "Cabinet, ITS Pole Mounted", "Cabinet ITS, Pole Mounted including MFES", "Cabinet ITS, Pole Mounted including MFES, DVE", Cabinet, ITS, Pole Mounted, without UPS. In addition, the following items are deleted from the contract. Application Server, Laptop Class Computer, Security Firewall and the Workstation Class, Computer.

Again, based on the recommendation from HNTB, the following item are added to the contract as extras due to the changes made by Phase One Plan Revision, authored by MDOT and MDTAB: Cabinet, ITS, Small Pole Mount Enclosure (including MFES); Cabinet, ITS, Small, Including DVE (Including MFES) and Cabinet, ITS, pole Mounted, Including DC MFES, without UPS and Fiber to cat5e Media Converters. Also, due to the deletion of the items as mentioned above, the contractor is entitled to compensation for their costs in integrating their system using the extra item of ITS Integration. The extra cost for the above noted items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. Based on previous projects that were designed by HNTB, the costs for these items appear reasonable after comparing them to other projects where these changes have been made.

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 August 3, 2010.

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

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

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

Funding Source:

87775A: FHWA, 81.85%; State Restricted Trunkline, 18.15%; unless otherwise noted;

87776A: FHWA, 81.85%; State Restricted Trunkline, 18.15%; unless otherwise noted;

87794A: 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: 48501.

146. **Extra 2010-104**

Control Section/Job Number: 82123-45199 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: \$24,774,092.81

Description of Project:

0.93 mi of reconstruction of mainline I-96 and ramps, drainage work, signing, pavement marking, lighting, ITS, guardrail construction, concrete barrier wall and valley gutter, curb and gutter, and turf establishment, and bridge work of deck replacement, overlay, steel repair, pin and hanger, paint, guardrail, substructure and abutment repair, widening, beam heat straightening on 14 bridges on I-96 from Warren Avenue to Roosevelt Avenue in the city of Detroit, Wayne County.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | February 1, 2005 | |
| Contract Date: | February 3, 2005 | |
| Original Contract Amount: | \$25,933,021.14 | |
| Total of Overruns/Changes (Approved to Date): | 857,631.69 | + 3.31% |
| Total of Extras/Adjustments (Approved to Date): | 2,011,669.88 | + 7.76% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>44,585.25</u> | <u>+ 0.17%</u> |
| Revised Total | <u>\$28,846,907.96</u> | + 11.24% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.07% over the original budget for an **Authorized to Date Amount** of \$28,802,322.71.

Approval of this extra will place the authorized status of the contract 11.24% or \$2,913,886.82 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|--------------|----------|
| 2005-147 | 6 r. 2 | \$320,000.00 | 12/06/05 |
| 2006-027 | 10 r. 1 | \$250,000.00 | 03/07/06 |
| 2006-118 | 17 r. 1 | \$364,822.50 | 09/05/06 |
| 2007-191 | 23 r. 1 | \$37,802.39 | 12/18/07 |
| 2009-036 | 24 | \$55,348.84 | 03/17/09 |
| 2009-161 | 25 r.1 | \$357,311.59 | 12/01/09 |

Contract Modification Number(s): 26 r. 2

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

CM 26

45199A

| | | |
|--|----------------------------|---------------------------|
| _Extra-Elimination of S-42 Work | 1.00 Dlr @ \$10,500.00/Dlr | \$10,500.00 |
| _Extra-Force Acct-Strain Pole FDN | 1.00 Dlr @ \$3,838.00/Dlr | 3,838.00 |
| _Extra-Approved Force Acct for Delay | 1.00 Dlr @ \$8,508.60/Dlr | 8,508.60 |
| _Extra-Approved Force Acct- Warren Bridge Splicing Issues | 1.00 Dlr @ \$6,323.51/Dlr | 6,323.51 |
| _Extra Approved Force Acct- Downtime Undercut @ Turning Roadway A | 1.00 Dlr @ \$6,260.71/Dlr | 6,260.71 |
| _Extra-Item Conduit DB 2-4" PVC SCH80/ Adaptor Included | 1.00 Dlr @ \$9,154.43/Dlr | <u>9,154.43</u> |
| Total | | <u>\$44,585.25</u> |

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

CM 26

Due to the misidentification of the paint system on S-42, the region originally requested the painting of S-42 be deleted from the project. This instruction was relayed to the contractor who then started demobilization of their specialized equipment. After further analysis, the region reversed their original decision and instructed that the S-42 bridge be painted as called for in the plans. The extra cost for Extra-Elimination of S-42 Work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

A new strain pole foundation was needed on the I-96 Westbound Service Drive. The extra cost for Extra-Force Acct-Strain Pole FDN was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

The contractor encountered a delay and related structures work during the installation of the MITS conduit. The extra cost for Extra-Approved Force Acct for Delay was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to accelerate the project to avoid delays to the scheduled opening of I-96 at the Warren Bridge due to Detroit Power and Lighting (PLD) field splicing issues. The extra cost for Extra-Approved Force Acct-Warren Bridge Splicing Issues was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to accelerate the project by working additional premium labor costs to keep the project on schedule in accordance with the Special Provision for Extension of Time and Extra Costs for Incentive Disincentive Projects. Additional labor and equipment costs are associated with the concrete obstruction and downtime due to undercut at Turning Roadway A, in the vicinity of northbound Grand River and the I-94 exit ramp. The extra cost for Extra Approved Force Acct-Downtime Undercut @ Turning Roadway A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

An underground conduit extra item of work was needed to complete the electrical upgrading within the project limits. This item of work covers 470 feet of material, labor and equipment for the installation. The extra cost for Extra-Item Conduit DB 2-4" PVC SCH80/Adaptor Included was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on August 3, 2010.

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:

45199A: FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%; unless otherwise noted;

48608A: FHWA, 86.67%; State Restricted Trunkline, 12.25%; City of Detroit, 1.08%; unless otherwise noted;

51502A: FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%; unless otherwise noted;

59284A: FHWA, 90.00%; State Restricted Trunkline, 8.75%; City of Detroit, 1.25%; unless otherwise noted;

78719A: State Restricted Trunkline Funds, 100%, unless otherwise noted.

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

Risk Assessment: 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: 48612.

147. **Extra 2010 -105**

Control Section/Job Number: 01086-35577 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Cordes Excavating, Inc.
704 E. Progress Street
Hillman MI 49746-8942

Designed By: Wilcox Professional Services, LLC
Engineer's Estimate: \$ 831,649.50

Description of Project:

2.95 mi of hot mix asphalt resurfacing, base crushing and shaping, culvert replacements, guardrail upgrades, and slope restoration on Black River Road from US-23 easterly to Lakeshore Drive and on Lakeshore Drive from the Black River bridge northerly to Black River Road, Alcona County.

| | | |
|---|----------------------------|-----------------------|
| Administrative Board Approval Date: | October 16, 2009 | |
| Contract Date: | December 23, 2009 | |
| Original Contract Amount: | \$624,289.70 | |
| Total of Overruns/Changes (Approved to Date): | 35,367.58 | + 5.67% |
| Total of Extras/Adjustments (Approved to Date): | 11,281.80 | + 1.81% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>47,216.36</u> | <u>+ 7.56%</u> |
| Revised Total | <u>\$718,155.44</u> | + 15.04% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.48% over the original budget for an **Authorized to Date Amount** of \$670,939.08.

Approval of this extra will place the authorized status of the contract 15.04% or \$93,865.74 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r.1

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

CM 3

| | | |
|----------------------------------|-------------------------|---------------------------|
| Division Channel | 90.00 Ft @ \$88.86/Ft | \$7,997.40 |
| Wellpoint Dewatering System | 1.00 Ea @ \$6,800.00/Ea | 6,800.00 |
| Cofferdams | 1.00 LS @ \$3,241.20/LS | 3,241.20 |
| Culv Bedding | 20.00 Cyd @ \$31.08/Cyd | 621.60 |
| Culv, CSP Arch, CI A, 142" by 9" | 64.00 Ft @ \$446.19/Ft | <u>28,556.16</u> |
| Total | | <u>\$47,216.36</u> |

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

CM 3

The local agency engineer made the determination to remove and replace an existing culvert, which was supported by local township and environmental community interest groups. This culvert was under replacement consideration during the plan development stage, and became finalized post project award. The engineer added these extra items of work to accomplish the removal and replacement. The existing stream was required to be temporary diverted (Cofferdams) while maintaining the flow (Diversion Channel). While the stream was diverted away from the existing channel, the contractor needed to lower/remove the water in the soil (Wellpoint Dewatering System) for the excavation of the stone base (Culv Bedding) and for the placement of the culvert (Culv, CSP Arch, CI A, 142" by 9"). The extra cost for all of the above items of work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. These items of work are non-participating and 100 percent local funded by Alcona County Road Commission.

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 August 3, 2010.

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

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

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

Funding Source: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48721.

148. **Extra 2010-106**

Control Section/Job Number: 16091-107727 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.
This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

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

Contractor: Rieth-Riley Construction Co., Inc.
P O Box 477
Goshen IN 46527-0477

Designed By: MDOT
Engineer's Estimate: \$ 239,692.15

Description of Project:

2.09 mi of hot mix asphalt cold milling and resurfacing on I-75 southbound from M-68 northerly, Cheboygan County. This project includes a 3 year materials and workmanship pavement warranty.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval Date: | May 18, 2010 | |
| Contract Date: | June 1, 2010 | |
| Original Contract Amount: | \$196,304.00 | |
| Total of Overruns/Changes (Approved to Date): | 0.00 | - 0.00% |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>152,725.00</u> | <u>+ 77.80%</u> |
| Revised Total | <u>\$349,029.00</u> | + 77.80% |
| <u>Offset Information</u> | | |
| Total Offsets This Request | (\$157,875.00) | - 80.42% |
| Net Revised Request | (\$5,150.00) | - 2.62% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$196,304.00.

Approval of this extra will place the authorized status of the contract 77.80% or \$152,725.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

CM 1

| | | |
|--------------|----------------------------|----------------------------|
| HMA, 5E3 | 2,500.00 Ton @ \$61.09/Ton | <u>\$152,725.00</u> |
| Total | | <u>\$152,725.00</u> |

CM 1 Offset Information

| | | |
|--------------|-----------------------------|------------------------------|
| HMA, 5E10 | -2,500.00 Ton @ \$63.15/Ton | <u>(\$157,875.00)</u> |
| Total | | <u>(\$157,875.00)</u> |

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

CM 1

At the preconstruction meeting for the project, the contractor brought engineer's attention the fact that during top course paving operations on previous projects in this area significant settlement issues had occurred. As a method to minimize the risk of similar problems on this project, the contractor proposed changing the HMA mix type from HMA, 5E10 with 4 percent air voids to HMA, 5E3 with 3 percent air voids. This proposed change was discussed in depth with MDOT-Construction and Technology HMA Operations Engineer and was fully supported. The contractor submitted a new unit price for the HMA, 5E3. The new price included a baseline cost of \$58.85/Ton for HMA, 5E3 at 4 percent air voids, plus additional cost of \$2.24/Ton for the additional liquid asphalt needed to decrease the air voids from 4 to 3 percent. The final total price for the HMA, 5E3 is \$61.09/ton. The extra cost for HMA, 5E3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and reviewing detailed cost breakdown estimates from the contractor. The quantity represented in this request is proposed plan quantity and final costs will be determined at the completion of the work, subject to final review.

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

This Extra was recommended for approval by the State Transportation Commission at its July 29, 2010 meeting, and is now recommended for approval by the State Administrative Board on August 3, 2010.

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

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

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

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 49749.

OVERRUN

149. **Overrun 2010 - 026**

Control Section/Job Number: 18555-89703 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Central Michigan Contracting, Inc.
1301 Commerce Drive
Farwell, MI 48622

Designed By: Wilcox Professional Services
Engineer's Estimate: \$662,530.50

Description of Project:

1.99 mi of aggregate surface road reconstruction, grading, subbase, aggregate base, peat excavation, swamp backfill, drainage, and slope restoration on Harrison Avenue from Gladwin Road northerly to Clarence Road, Clare County.

| | | |
|---|--------------------------|-----------------------|
| Administrative Board Approval Date: | March 17, 2009 | |
| Contract Date: | April 28, 2009 | |
| Original Contract Amount: | \$527,584.00 | |
| Total of Overruns/Changes (Approved to Date): | 52,758.40 | + 10.00% |
| Total of Extras/Adjustments (Approved to Date): | 7,554.85 | + 1.43% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>29,483.48</u> | + <u>5.59%</u> |
| Revised Total | <u>617,380.73</u> | + 17.02% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.43% over the original budget for an **Authorized to Date Amount** of \$587,897.25.

Approval of this overrun will place the authorized status of the contract 17.02% or \$89,796.73 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

| | | |
|--------------|----------------------------|---------------------------|
| HMA, 13A | 526.4907 Ton @ \$56.00/Ton | <u>\$29,483.48</u> |
| Total | | <u>\$29,483.48</u> |

Reason(s) for Overrun(s):

The additional quantity of HMA, 13A was used to pave a portion of the roadway with recently constructed valley gutter. The valley gutter was part of the project work; however, after further review, the project staff identified a solution that is proactive in the prevention of erosion control. This erosion could not be identified on the plans. By adding this work, savings will be yielded when final resurfacing will be done in 2010 under a separate contract. This work was consulted and approved with the MDOT resident engineer.

This Overrun was recommended for approval by the State Transportation Commission at its July 29, 2010 meeting, and is now recommended for approval by the State Administrative Board on August 3, 2010.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80.00%; Clare County, 20.00%, unless otherwise noted.

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

Risk Assessment: 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: 48625.

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
July 27, 2010

Kirk T. Steudle
Director

Mr. Berger presented the Transportation and Natural Resources Committee Report for the regular meeting of July 28, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Berger moved that the Report covering the regular meeting of July 28, 2010, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Hank moved to adjourn the meeting. The motion was supported by Mr. Berger and unanimously approved. Mr. Liedel adjourned the meeting.

SECRETARY

CHAIRPERSON