

APPROVED

October 21, 2008

Michigan State
Administrative Board

Lansing, Michigan

October 7, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, October 7, 2008, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Chairperson
Steven Liedel, Deputy Legal Counsel, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Jean Shane, Special Assistant, Office of the Superintendent, representing Michael P. Flanagan, Superintendent of Public Instruction
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Patricia Quinn, Department of Attorney General; James Burris, Elise Lancaster, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation; Joe Fielek, Department of Treasury; Richard Peffley, Board of Water and Light; James Bliss, Dickinson Wright, PLLC; Chris Dembowski, David Massaron, Miller Canfield

1. CALL TO ORDER:

Mr. Keenan 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. DeBano moved that the minutes of the special meeting of September 30, 2008, 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:

MONTMORENCY COUNTY, Equalization, 10/07/2008

Ms. MacDowell moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Ms. Shane and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

October 7, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the **Building** Committee was held at **10:55 a.m.**
on **October 7, 2008**. Those present being:

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

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Patrick Isom, Socorro Guerrero, Patricia Quinn, Department of
Attorney General; Jean Shane, Department of Education; Sherry
Bond, James Burris, Elise Lancaster, Janet Rouse, Department of
Management and Budget; Brian DeBano, Department of State; Wayne
Roe, Jr., Department of Transportation; Joe Fielek, Department
of Treasury; Richard Peffley, Board of Water and Light; James
Bliss, Dickinson Wright, PLLC; Chris Dembowski, David Massaron,
Miller Canfield

The Building Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

SPECIAL AGENDA

SPECIAL BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

October 7, 2008

10:55 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.

RESOLUTION OF THE STATE ADMINISTRATIVE BOARD

1. Resolution of the State Administrative Board Approving Easement and the First Amendment to Construction and Completion Assurance Agreement and the Form of Lease for the Department of Management and Budget State Facility Preservation Projects Phases I and II Group D Joint Operations Center

Legislative Background

The Department of Management and Budget State Facility Preservation Projects Phases I and II Group D Joint Operations Center was appropriated in PA 10 of 2005 and PA 297 of 2005. The lease for the project was later approved by the Legislature in HCR 9 of 2007.

Purpose/Business Case

The purpose of this resolution is to approve an easement and amend the existing lease. The State Building Authority may then grant an easement to the Lansing Board of Water and Light ("LBWL") which will allow them to operate, service and maintain utilities on the site of the Project.

Benefit

Granting this easement will allow the Lansing Board of Water and Light to install and maintain necessary equipment to facilitate a new chiller plant that will service local State of Michigan and City of Lansing buildings. This new chiller plant is part of a bigger economic development plan to build a new headquarters facility for Accident Fund of Michigan. Amendment to the lease will not result in a reduction of rent. Integra Realty Resources has stated that the release of the described property will not reduce the economic or market value of the rent related to the Department of Management and Budget State Facility Preservation Projects Phases I and II Group D Joint Operations Center.

Funding Source/Commitment Level

N/A

Risk Assessment

Failure to approve the lease will prevent LBWL from building a new chiller plant. Failure to build a new plant may interrupt utility service to state-owned buildings. In addition,

failure to approve this easement will prevent this project from moving forward and may result in a loss of jobs.

Zip Code
48933

GRANT OF EASEMENT

2. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB), CITY OF LANSING, COUNTY OF INGHAM, MI recommends that the State Administrative Board grant to The Lansing Board of Water and Light, whose address is 1232 Haco Drive, Lansing, Michigan 48912, a permanent non-exclusive utility Easement . Said Easement is on State of Michigan land described as:

Entire blocks 120, 121, 122 & 123, also all parts of vac. or closed Washtenaw & Sycamore streets adj thereto; Original Plat of Lansing; Also entire blocks 2 & 3 & that part of vacated Washtenaw Street Lying between the East Line of Butler Street and the East Line of Section 17 T4N R2W; Bush, Butler & Sparrows Addition, except the following (the following land being under the control of the State of Michigan State Building Authority for their Joint Operations Center): Lots 1, 2, 3, 10, 11, 12 and the northerly 25.00 feet of Lots 4 and 9 of Block 120 of the Original Plat of the City of Lansing, Ingham County, Michigan.

The Easement area is more specifically described as:

Beginning at the N.E. corner of Block 121, Original Plat of Lansing: thence East 82.5 ft. to the N.W. Corner of Block 120; thence South 223 ft.; thence East 330 ft. along the south line of the area under the control of the State of Michigan State Building Authority for their Joint Operations Center to the west line of S. Pine Street: thence South 15 ft.; thence West 63.5 ft.; thence South 63.2 ft.; thence West 65.4 ft.; thence South 46 ft.; thence West 283.6 ft. to a point on the west line of vacated Sycamore Street; thence north along said vacated street sideline 347 ft. to the Easement Area Point of Beginning, except the following: Beginning at a point that is 238 ft. south and 73.5 ft. west of the N.E. corner of Block 120; thence South 53.2 ft.; thence West 55.4 ft.; thence North 53.2 ft.; thence East 55.4 ft. to the Point of Beginning of the excepted area.

The Attorney General's office has approved this Easement as to legal form.

Purpose

To accommodate the installation, maintenance and operation of potable water mains, chilled water piping, electric power lines, fiber optic communication lines and sanitary sewers and storm sewers along with related appurtenances. These fixtures are all public utilities to be buried below grade within the easement area, except for fire hydrants, usage meters and valve/control cabinets as customarily erected above grade.

Benefit

Granting of this Easement will allow for the construction of an operational chilled water plant that will serve various state-owned buildings in downtown Lansing.

Funding Source

Grantee (\$1.00)

Commitment

This will be a permanent, non-exclusive Easement subject to existing easements and restrictions of record, if any. It is proposed in tandem with a companion Easement for the same purposes on adjacent property held under the name of the State Building Authority (SBA). If either Easement remains unused for a period of two calendar years, it will revert to the Grantor. If the Easements are approved, the SBA and DMB will also issue companion temporary construction Licenses on adjacent parcels which will be needed to help facilitate work to be done in the two respective easement areas.

Risk Assessment

Failure to grant this Easement will preclude the State from having a chilled water plant as needed to efficiently serve state buildings.

Zip Code

48933

RESOLUTION OF THE STATE ADMINISTRATIVE BOARD APPROVING EASEMENT AND THE FIRST AMENDMENT TO CONSTRUCTION AND COMPLETION ASSURANCE AGREEMENT AND THE FORM OF LEASE FOR THE DEPARTMENT OF MANAGEMENT AND BUDGET STATE FACILITY PRESERVATION PROJECTS PHASES I AND II GROUP D JOINT OPERATIONS CENTER

WHEREAS, the State Administrative Board (the "Board") approved a construction and completion assurance agreement (the "Construction Agreement") and the form of a lease (the "Lease") between the State Building Authority (the "Authority") and the State of Michigan (the "State") for the Department of Management and Budget State Facility Preservation Projects Phases I and II Group D Joint Operations Center ("Group D") by a resolution (the "Prior Resolution") adopted at its June 5, 2007 Board meeting;

WHEREAS, the Construction Agreement and the form of the Lease each contain the Legal Description of the site for Group D;

WHEREAS, the Lansing Board of Water and Light has requested a temporary construction easement (Construction Easement) and an access easement for the purpose of operating, servicing and maintaining utilities (Access Easement);

WHEREAS, the parties have agreed to the terms of the Construction Easement agreement and Access Easement agreement (collectively, the "Easement Agreements");

WHEREAS, the Authority is informed by the Real Estate Division, Michigan Department of Management and Budget that the Easement Agreements will not interfere with Group D;

WHEREAS, the Authority is informed by Integra Realty Resources – Detroit that the Rental Range will not be diminished as a result of the Easement Agreements;

WHEREAS, the Construction Agreement and Form of Lease must be amended in order to grant the Easement Agreements; and

WHEREAS, the Authority desires to amend the Construction Agreement and form of the Lease to add the Easement Agreements to the Construction Agreement and Form of Lease.

NOW THEREFORE, BE IT RESOLVED by the State Administrative Board that:

1. The Easement Agreements are approved in substantially the forms on file with the Authority.
2. The First Amendment to the Construction and Completion Assurance Agreement and Form of Lease is approved and the Governor and Secretary of State are authorized to execute and deliver the First Amendment to Completion Assurance Agreement and Form of Lease for and on behalf of the State, with such changes and corrections which are not materially adverse to the State. The form of the Lease, as revised, is approved and the Governor and Secretary of State are authorized, after determination and approval of the annual true rental in accordance with the Prior Resolution and this Resolution, to execute and deliver the Lease, as revised, for and on

behalf of the State as provided by Act 183, with such changes and corrections which are not materially adverse to the State.

3. This Resolution shall be immediately effective.

ADOPTED:

Yeas:

Nays:

Date: _____, 2008

LF/SBA/CP: DMB-Group D-Joint Op Ctr/2007-004879-A/Admin Resolution
0000747421S045

Ms. MacDowell presented the Building Committee Report for the special meeting of October 7, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the special meeting held October 7, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

October 7, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **October 7, 2008**. Those present being:

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

Member: Socorro Guerrero, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Walt Herzig, Lt. Governor's Office; Patrick Isom, Patricia Quinn,
Department of Attorney General; Jean Shane, Department of
Education; Sherry Bond, James Burris, Elise Lancaster, Janet Rouse,
Department of Management and Budget; Brian DeBano, Department of
State; Wayne Roe, Jr., Department of Transportation; Joe Fielek,
Department of Treasury; Richard Peffley, Board of Water and Light;
James Bliss, Dickinson Wright, PLLC; Chris Dembowski, David
Massaron, Miller Canfield

The Finance and Claims Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

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

10/3/08 4:15 version

FINANCE AND CLAIMS COMMITTEE

October 7, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

October 7, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

1s. DEPARTMENT OF COMMUNITY HEALTH

1) EMSystems, LLC Milwaukee, WI	\$ 383,000.00 (one year) FY09 100% Federal Funds 071I8200191 EMResource User Access Agreement for the Office of Public Health Preparedness
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2s. DEPARTMENT OF TRANSPORTATION

1) Root Spring Scraper Co. Kalamazoo, MI	\$ 24,668.00 (One-Time) FY08 100% Restricted Funds 071I8200241 Underbody Scrapers (Item 2) - to correct an error
Truck & Trailer Specialties Dutton, MI	\$ 30,495.00 (One-Time) FY08 100% Restricted Funds 071I8200241 Underbody Scrapers (Item 1) - to correct an error

4s. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

Amendments to contracts for Short-term Staff Augmentation for Information Technology for various departments

4)	Wellman Group	\$	172,640.00	Amendment
	(Ed Gibbs)	\$	345,280.00	New Total
	Alma, MI	FY09	100% Federal Funds	
		071B8200013	Additional funds	
			for a one-year option to the	
			contract for a Senior	
			Programmer/Analyst to assist	
			the Unemployment Insurance	
			Agency, with development and	
			maintenance services for web	
			applications to support UIA's	
			Tax area	

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

5s. DEPARTMENT OF TREASURY

Requests approval of a resolution of the State Administrative Board entitled, "State Administrative Board Resolution Authorizing the Issuance and Sale of Michigan General Obligation School Loan Bonds" not to exceed \$400,000,000.00

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

Ms. MacDowell presented the Finance and Claims Committee Report for the special meeting of October 7, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the special meeting held October 7, 2008, be approved and adopted. The motion was supported by Ms. Shane and unanimously approved.

APPROVED

October 7, 2008

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 October 1, 2008. Those present being:

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

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Dave Baker, Mike Blackledge, Keith Brown, Connie Hanrahan, John
Kimble, Amy Meldrum, Sonja J. Scheurer, Department of
Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Items 27, 28, and 38 of the regular agenda contingent up approval by the Office of Commission Audit. Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

At the State Administrative Board meeting on October 7, 2008, Items 27 and 38 were withdrawn by the Department of Transportation.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 1, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: October 7, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
Tract 594, Control Section 63082, Parcel 199, Part A, Parcel 200, Part A, Parcel 201, Part A,
Parcel 202, Part F

The subject tract is located in the city of Southfield, Oakland County, Michigan, and contains approximately 40,002 square feet. The tract is undersized and will not qualify for individual use, and the highest and best use is assemblage with abutting land. The tract was appraised by Robert Vogt, consultant appraiser, on October 3, 2007, at \$679,000. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on October 23, 2007, at the amount of \$679,000. The sole abutting owner, Kaye Center, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$33,950, which represents a five percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$679,000

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

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49663.

* Denotes a non-standard contract/amendment

2. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2008-0244/A1) between MDOT and the Township of Bois Blanc will add the conduct of an archeological survey (phase II) to the project and will increase the contract amount by \$12,600. The original contract provides for the performance of an environmental assessment at the Bois Blanc Island Airport on Bois Blanc Island, Michigan. The contract term remains unchanged, July 7, 2008, through July 6, 2028. The revised contract amount will be \$127,600. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$109,250	\$11,970	\$121,220
State Restricted Aeronautics Funds	\$ 2,875	\$ 315	\$ 3,190
Township of Bois Blanc Funds	\$ 2,875	\$ 315	\$ 3,190
Total	<u>\$115,000</u>	<u>\$12,600</u>	<u>\$127,600</u>

Criticality: The archeological survey has been requested by the Office of the State Archeologist to determine if prehistoric artifacts exist within the project's area.

Purpose/Business Case: To increase the amount by \$12,600 to add the conduct of an archeological survey (phase II) to the project.

Benefit: Will ensure that all environmental impacts of the proposed improvements are identified.

Funding Source: 95% Federal Aviation Administration Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Township of Bois Blanc Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is the loss of federal funds for the additional work item at this airport.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49775.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Hangar Building Improvements
 Contract (2008-0518) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the design and construction of building improvements to the airport hangars at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$4,944,737. Source of Funds: FAA Funds - \$4,697,500; State Restricted Aeronautics Funds - \$123,618; Marquette County Funds - \$123,619.

Criticality: The hangar improvements will continue the conversion of the facilities from military to civilian use through the Military Airport Program (MAP). The project work includes insulation, electrical work, and fire suppression system work for hangars 662-666; improvements to hangar 402 (phase II); and installation of a door safety system for the 400 series hangars. The project also includes the design engineering (phase I) for the 2009 MAP hangar projects. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the building improvements to the airport hangars.

Benefit: Will enhance airport safety.

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

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

* Denotes a non-standard contract/amendment

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49841.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Hangar Improvements

Contract (2008-0519) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the design of hangar building improvements (phase II) at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$75,000. Source of Funds: FAA Funds - \$71,250; State Restricted Aeronautics Funds - \$1,875; Marquette County Funds - \$1,875.

Criticality: This project is for the phase II design of hangar building improvements, which will continue the conversion of the facilities from military to civilian use through the 2009 Military Airport Program (MAP). Delaying the project could impact airport safety and security.

Purpose/Business Case: To provide for the development of engineering plans for building improvements to the hangars (phase II), in accordance with the 2009 MAP.

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

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

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

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

Cost Reduction: The 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: 49841.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0530) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the land acquisition costs for parcel 86 at the Jackson County-Reynolds Field in Jackson, 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 \$425,000. Source of Funds: FAA Funds (via block grant) - \$340,000; State Bond Funds - \$74,375; Jackson County Funds - \$10,625.

Criticality: All land acquisition is federally mandated to meet FAA safety requirements. It is required that all airports control safety areas and runway protection zones (RPZ) and maintain clear approaches. The property acquisition will allow the airport to meet this federal requirement for safety. Delaying this project could put the airport in non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs for parcel 86. The costs include parcel costs and attorney fees.

Benefit: Acquiring the land will ensure compliance with FAA safety area requirements and allow the airport to maintain an approach that is free of existing or future obstructions.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49202.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0531) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for reimbursement of land acquisition costs for parcel 85 at the Bishop International Airport in Flint, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$951,283. Source of Funds: FAA Funds - \$903,719; State Restricted Aeronautics Funds - \$23,782; BIAA Funds - \$23,782.

Criticality: The airport will be reimbursed for funds expended to purchase parcel 85. Acquiring the land will allow airport development projects to move forward and will allow the airport to comply with FAA safety requirements for controlling runway protection zones. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for reimbursement of land acquisition costs for parcel 85.

Benefit: Will enhance airport safety.

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

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

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48507.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Airport Lighting
Contract (2008-0532) between MDOT and the Mason County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the medium intensity runway lights (MIRL) for runways 8/26 and 1/19 and of the beacon at the Mason County Airport in Ludington, 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 \$235,000. Source of Funds: FAA Funds (via block grant) - \$223,250; State Restricted Aeronautics Funds - \$5,875; Mason County Funds - \$5,875.

Criticality: The rehabilitation and replacement of the various field lighting fixtures are critical to flight operations during hours of darkness. Delaying the replacement of these critical facilities could result in nighttime shutdown due to equipment failure.

Purpose/Business Case: To provide for the rehabilitation of the MIRL for runways 8/26 and 1/19, including new segmented circle and windcone, and of the beacon.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Mason 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 five bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49431.

8. AERONAUTICS AND FREIGHT (Aeronautics) – Installation of Fencing
Contract (2008-0533) between MDOT and the City of Mt. Pleasant will provide federal and state grant funds for the installation of terminal area fencing at the Mt. Pleasant Municipal Airport in Mt. Pleasant, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$100,000. Source of Funds: FAA Funds (via block grant) - \$95,000; State Restricted Aeronautics Funds - \$2,500; City of Mt. Pleasant Funds - \$2,500.

Criticality: This fencing project will provide security for the terminal area and will increase safety for both the airport and the general public. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the installation of terminal area fencing.

Benefit: Will enhance airport safety and security.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Mt. Pleasant 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 six bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48858.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing, Equipment Purchase
Contract (2008-0534) between MDOT and the Menominee/Marinette Twin County Airport Commission will provide federal and state grant funds for the preparation of snow removal equipment (SRE) specifications, the purchase of SRE, and the undertaking of airport crack sealing at the Menominee/Marinette Twin County Airport in Menominee, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$181,579. Source of Funds: FAA Funds (via block grant) - \$172,500; State Restricted Aeronautics Funds - \$4,539; Menominee/Marinette Twin County Airport Commission Funds - \$4,540.

Criticality: The SRE specifications are being prepared for the replacement of outdated equipment. The SRE will allow the airport to remove snow efficiently, operate safely, and remain open regardless of the season. The FAA requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for the preparation of SRE specifications, the purchase of SRE (motor grader), and the undertaking of airport crack sealing.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Menominee/Marinette Twin County Airport Commission 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 equipment was bid locally and awarded to the lowest bidder. The crack sealing was bid through MDOT and awarded to the lowest bidder. There were eight bidders. The consultant contract for the SRE specification was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49858.

10. *AERONAUTICS AND FREIGHT (Aeronautics) - Airport Operations
Memorandum of Understanding (MOU) (2009-0034) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide funding to support airport operations at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through September 30, 2009. The MOU amount will be \$35,000. Source of Funds: State Restricted Aeronautics Funds - \$35,000.

Criticality: This MOU will provide funding to supplement the airport's declining operating revenue. Continued air service is critical to the residents of Mackinac Island. Delaying this MOU could impact airport operations on Mackinac Island.

Purpose/Business Case: To provide funding to keep the Mackinac Island Airport open and operating due to a significant decline in airport operating revenue. The funding will supplement the amount the airport pays for operating expenses, such as plowing, utilities, building and grounds maintenance, supplies, and insurance.

Benefit: The only reliable access to Mackinac Island during the winter months is by air. Keeping the airport open and operating is critical to the full-time residents of Mackinac Island.

Funding Source: 100% State Restricted Aeronautics Funds.

* Denotes a non-standard contract/amendment

Commitment Level: This is a fixed cost.

Risk Assessment: If the MOU is not approved, airport operations could be threatened, as MISPC cannot afford the operating costs without state assistance.

Cost Reduction: The funding was negotiated based on operational need and reviewed by MDOT personnel for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49757.

11. ***AERONAUTICS AND FREIGHT (Freight) - Extension of Project Completion Period**
Amendatory Contract (2006-0334/A2) between MDOT and AJM Packaging Corporation (AJM) will extend the project completion period by three months to provide sufficient time for AJM to complete the construction phase of the project. The additional time is needed because a portion of the track requires realignment. The original contract provides financial assistance in the form of a loan to AJM for the rehabilitation of 717 feet of rail siding to serve its new facility. The revised project completion period will be from May 25, 2006, through May 24, 2007, and from August 31, 2007, through November 30, 2008. The contract term remains unchanged, from May 25, 2006, until the last obligation between the parties has been fulfilled, until the agreement is terminated, or until the loan has been fully repaid. The contract amount remains unchanged at \$24,517, or up to 50 percent of the project cost, which is estimated at \$49,034, whichever is less. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$24,517; AJM Funds - \$24,517.

Criticality: Prompt approval of this amendatory contract will enable the construction work to be completed prior to November 30, 2008. The rail spur is an essential part of AJM's facility, which will create up to 200 jobs.

Purpose/Business Case: To extend the project completion date by three months.

Benefit: This amendment will allow the additional time needed to complete the construction phase of this project.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$24,517; AJM Funds - \$24,517.

Commitment Level: The contract is based on an estimate from the applicant and the serving rail carrier. Work will be competitively bid by AJM Packaging Corporation and appropriate adjustments will be made.

Selection: N/A.

Risk Assessment: If this amendment is not approved, AJM will be in noncompliance with the terms of the original contract and ineligible for this loan funding, which could impact its overall business plans.

Cost Reduction: Project was awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48195.

12. ***AERONAUTICS AND FREIGHT (Freight) - Operation Lifesaver**
Contract (2009-0028) between MDOT and the Michigan Railroads Association (MRA) will provide state funds to support the Michigan Operation Lifesaver Program, a national, non-profit education and awareness program dedicated to preventing collisions, fatalities, and injuries at highway-rail grade crossings and on railroad rights-of-way. To accomplish its mission, Operation Lifesaver promotes education (increasing public awareness about dangers around railroads and providing training sessions for citizens, law enforcement, and schools, including bus drivers), enforcement, and engineering to improve the safety of railroad crossings. The contract will be in effect from October 1, 2008, through September 30, 2010. The contract amount will be \$109,500. Source of Funds: FY 2009 State Restricted Comprehensive Transportation Funds - \$109,500. FY 2009 funding is contingent upon legislative appropriation.

Criticality: Approval of this contract is critical to the continuation of the Operation Lifesaver Program for another two years to continue to promote safety at rail grade crossings and on railroad rights-of-way.

Purpose/Business Case: To provide funds to support the Operation Lifesaver Program for fiscal years 2009 and 2010.

Benefit: The program provides education and awareness programs dedicated to preventing collisions, fatalities, and injuries at highway-railroad crossings and on railroad rights-of-way.

Funding Source: FY 2009 State Restricted Comprehensive Transportation Funds - \$109,500.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: Not supporting the Operation Lifesaver Program would result in reduced education to the citizens of Michigan on railroad crossing and trespassing safety issues. The effect could be an increase in injuries and fatalities at railroad crossings and railroad rights-of-way.

Cost Reduction: Numerous Operation Lifesaver members and trainers donate their time to accomplish the goals of the program.

Selection: N/A.

New Project Identification: This contract will continue the educational efforts of previous years.

Zip Code: 48909.

13. *EXECUTIVE (Office of Economic Development and Enhancement) - Increase Maximum Amounts, Extend Term

Amendatory Contract (2006-0483/A3) between MDOT and Michigan Fitness Foundation will increase the maximum indefinite delivery of services (IDS) contract amount by \$750,000 (to \$4,000,000), will increase the maximum amount of any single authorization by \$500,000 (to \$1,500,000), and will extend the contract term by two years to provide for the continuation of the support services for the SR2S Program. The original IDS contract provides for program development, project management, education and outreach, and technical assistance services to support the federal Safe Routes to School (SR2S) Program to be performed on an as needed/when needed basis. The revised contract term will be from March 1, 2006, through September 30, 2011. The revised contract amount will be \$4,000,000. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

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

Criticality: Completion of the work in the authorizations under this IDS contract is critical to MDOT's ability to administer the federal SR2S funding. The changes in this amendment are essential to the ability of the program to assist schools in utilizing the 100 percent federal funding that has been awarded to them for implementing the non-infrastructure components of their SR2S funding awards.

Purpose/Business Case: To increase the maximum indefinite delivery of services (IDS) contract amount by \$750,000, to increase the maximum amount of any single authorization by \$500,000 (to \$1,500,000), and to extend the contract term by two years to provide for the continuation of the support services for the SR2S Program. This amendment will update the IDS contract to reflect additional federal funding and the associated additional time.

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

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

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

14. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program
Authorization Revision (Z2/R5) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for additional training and outreach with local public health agencies, will increase the authorization amount by \$146,214, and will extend the authorization term by two years. The original authorization provides for program development, project management, education/outreach, and technical assistance services to schools, communities, and partner agencies for the federal Safe Routes to School (SR2S) Program. The revised authorization term will be from August 10, 2006, through September 30, 2011. The revised authorization amount will be \$776,293. The contract term will be from March 1, 2006, through September 30, 2011. Source of Funds: 100% Federal Safe Routes to School Program Funds.

Criticality: Completion of the work in this authorization is critical to MDOT's ability to administer the federal SR2S funding. The work is essential to the ability of the program to train and assist schools, communities, and partner agencies to complete the planning work necessary to qualify schools to apply for 100 percent federal funding.

Purpose/Business Case: To provide for additional training and outreach with local public health agencies through the Michigan Department of Community Health. The services will educate local public health agency professionals on SR2S so that they will become local SR2S resources to lead and assist in SR2S planning for schools within their jurisdictions. The original authorization provides for MFF to assist MDOT in developing and implementing Michigan's SR2S program. The SR2S program is focused on identifying and resolving problems that prevent children from safely walking or bicycling to school.

Benefit: This revision will allow MDOT to continue to meet the goals of the SR2S program.

Funding Source: 100% Federal Safe Routes to School Program Funds.

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

Risk Assessment: Without this revision, MFF will be unable to complete the work program under this authorization, which will affect the entire SR2S program in Michigan. That could result in MDOT being unable to administer the federal funding program as planned.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

15. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program
Authorization Revision (Z3/R2) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will extend the authorization term by two years to provide for the continuation of the services. The revision will align the expiration of the authorization with the new expiration of the indefinite delivery of services (IDS) contract, which will allow additional funding to be applied to this authorization in the future at MDOT's discretion. The original authorization provides for outreach and planning services to be provided to schools for the federal Safe Routes to School (SR2S) Program, including survey and analysis support services for school SR2S planning teams. The revised authorization term will be June 20, 2007, through September 30, 2011. The authorization amount remains unchanged at \$81,260.85. The contract term will be March 1, 2006, through September 30, 2011. Source of Funds: 100% Federal Safe Routes to School Program Funds.

Criticality: The extension of authorization (Z3) will allow the consultant to continue to provide the services and will keep the authorization open through the end of the IDS contract.

Purpose/Business Case: To extend the authorization term by two years to align the expiration of the authorization with the new expiration of the IDS contract, which will allow additional funding to be applied to this authorization in the future at MDOT discretion.

Benefit: MFF will be able to effectively organize and continue to deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal Safe Routes to School Program Funds.

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

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

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

16. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program
Authorization Revision (Z4/R1) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will extend the authorization term by two years to provide for the continuation of the services. The revision will align the expiration of the authorization with the new expiration of the indefinite delivery of services (IDS) contract, which will allow additional funding to be applied to this authorization in the future at MDOT's discretion. The original authorization provides for the performance of equal opportunity research and ensures that Safe Routes to School (SR2S) services are available to all children, including those with disabilities. The revised authorization term will be August 14, 2007, through September 30, 2011. The authorization amount remains unchanged at \$268,939. The contract term will be March 1, 2006, through September 30, 2011. Source of Funds: 100% Federal Safe Routes to School Program Funds.

Criticality: The extension of authorization (Z4) will allow the consultant to continue to provide the services and will keep the authorization open through the end of the IDS contract.

Purpose/Business Case: To extend the authorization term by two years to align the expiration of the authorization with the new expiration of the IDS contract, which will allow additional funding to be applied to this authorization in the future at MDOT discretion.

Benefit: MFF will be able to effectively organize and continue to deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal Safe Routes to School Program Funds.

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

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

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

17. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program Authorization Revision (Z5/R1) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will extend the authorization term by two years to provide for the continuation of the services. The revision will align the expiration of the authorization with the new expiration of the indefinite delivery of services (IDS) contract, which will allow additional funding to be applied to this authorization in the future at MDOT's discretion. The original authorization provides for Safe Routes to School (SR2S) services to be provided in the Detroit area. The revised authorization term will be August 14, 2007, through September 30, 2011. The authorization amount remains unchanged at \$110,000. The contract term will be March 1, 2006, through September 30, 2011. Source of Funds: 100% Federal Safe Routes to School Program Funds.

Criticality: The extension of authorization (Z5) will allow the consultant to continue to provide the services and will keep the authorization open through the end of the IDS contract.

Purpose/Business Case: To extend the authorization term by two years to align the expiration of the authorization with the new expiration of the IDS contract, which will allow additional funding to be applied to this authorization in the future at MDOT discretion.

Benefit: MFF will be able to effectively organize and continue to deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal Safe Routes to School Program Funds.

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

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

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

18. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program Authorization Revision (Z6/R2) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for MFF to continue to assist MDOT in the administration of the federal Safe Routes to School (SR2S) Program, will increase the authorization amount by \$447,152, and will extend the authorization term by two years. The original authorization provides for the administration of the SR2S Program and includes an evaluation of the program by Michigan State University. The revised authorization term will be September 5, 2007, through September 30, 2011. The revised authorization amount will be \$1,263,893.66. The contract term will be March 1, 2006, through September 30, 2011. Source of Funds: 100% Federal Safe Routes to School Program Funds.

Criticality: Completion of the work in this authorization is critical to MDOT's ability to administer federal SR2S funding. The work is essential to the ability of the program to train and assist schools, communities, and partner agencies to complete the planning work necessary to qualify schools to apply for 100 percent federal funding.

Purpose/Business Case: To provide for MFF to continue to assist MDOT in the administration of the SR2S Program, to increase the authorization amount by \$447,152, and to extend the authorization term by two years.

Benefit: MFF will be able to effectively organize and deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal Safe Routes to School Program Funds.

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

Risk Assessment: MFF would be unable to complete the next phase of the work program, which would affect the entire SR2S Program in Michigan. That could result in MDOT being unable to administer the federal funding program as planned.

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

19. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program
Authorization Revision (Z7/R1) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will extend the authorization term by two years to provide for the continuation of the services. The revision will align the expiration of the authorization with the new expiration of the indefinite delivery of services (IDS) contract, which will allow additional funding to be applied to this authorization in the future at MDOT's discretion. The original authorization provides for MFF to assist MDOT in the administration of the federal Safe Routes to School (SR2S) Program by delivering the non-infrastructure grants to schools. The revised authorization term will be April 4, 2008, through September 30, 2011. The authorization amount remains unchanged at \$500,000. The contract term will be March 1, 2006, through September 30, 2011. Source of Funds: 100% Federal Safe Routes to School Program Funds.

Criticality: The extension of authorization (Z7) will allow the consultant to continue to provide the services and will keep the authorization open through the end of the IDS contract.

Purpose/Business Case: To extend the authorization term by two years to align the expiration of the authorization with the new expiration of the IDS contract, which will allow additional funding to be applied to this authorization in the future at MDOT discretion.

Benefit: MFF will be able to effectively organize and continue to deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal Safe Routes to School Program Funds.

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

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

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

20. HIGHWAYS - IDS Time Extension
Amendatory Contract (2005-0015/A2) between MDOT and Hubbell, Roth & Clark, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z9), for which additional time is needed to allow the consultant to continue design services. 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 November 16, 2004, through November 15, 2010. 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: Authorization (Z9) is in need of additional time in order to allow the consultant to continue design services. The time extension is critical now because the original contract and authorizations issued under it expire on November 16, 2008. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the IDS contract term by two years in order to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z9). No new authorizations will be issued under this IDS contract.

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

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

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

Risk Assessment: If this amendment is not approved, the contract will terminate and ongoing authorizations issued under it will not be able to be extended.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

21. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R4) under Contract (2005-0015) between MDOT and Hubbell, Roth and Clark, Inc., will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the design phase of the project was delayed by MDOT. The original authorization provides for the performance of design services for a ten-acre wetland mitigation site along I-94 in St. Clair County to fulfill Michigan Department of Environmental Quality mitigation requirements for wetlands impacted by MDOT highway projects (CS 77111 - JN 88602C). The revised authorization term will be December 12, 2005, through November 15, 2010. The authorization amount remains unchanged at \$142,000. The contract term will be November 16, 2004, through November 15, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The extension of authorization (Z9) will allow the consultant to continue to provide the design services at no additional cost. Approval of this revision at this time is critical because the original authorization will expire on November 16, 2008. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the consultant to complete the design services at no additional cost. The design phase of the project was delayed by MDOT.

Benefit: The design plans will be completed at no additional cost to MDOT.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48060.

22. *HIGHWAYS - Renewal/Time Extension

Amendatory Contract (2005-0070/A1) between MDOT and DLZ Michigan, Inc., will renew the indefinite delivery of service (IDS) contract and extend the contract term by approximately one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z7). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No costs will be incurred between the expiration date of the original IDS contract and the date of award of this amendment. No new authorizations will be issued under this IDS contract. The revised contract term will be from February 16, 2005, through February 16, 2008, and from the date of award of this amendment through October 31, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under the IDS contract cannot be extended, and signing upgrade design work under authorization (Z7) cannot be completed.

Purpose/Business Case: To renew the IDS contract and extend the contract term by one year to allow authorizations issued under the IDS contract, including authorization (Z7), to be extended as needed. No new authorizations will be issued under this IDS contract.

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

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

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

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including signing upgrade design work under authorization (Z7).

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

23. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z7/R2) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will renew the authorization and extend the authorization term by approximately one year, will provide for the performance of additional design services, and will increase the authorization amount by \$49,506.89. The additional services will include the update of design plans for signing along M-39 from M-10 to I-94. The additional design work is required because of changes in the field during MDOT's delay of the project. The original authorization provides for the development of design plans for 10.5 miles of freeway sign upgrading along M-39 from M-10 to I-94 in Wayne and Oakland Counties (CS 63171, 82192 - JN 82797C). The revised authorization term will be from October 7, 2005, through February 16, 2008, and from the date of award of this revision through October 31, 2009. No costs incurred between the expiration date of the original authorization and the date of award of this revision. The revised authorization amount will be \$418,604.83. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing. Projects are selected based on the ages and conditions of the signs in place along various segments of highway. Some of the existing signs have already lost their retroreflectivity. Therefore, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To renew the authorization and extend the authorization term by approximately one year, to provide for the performance of additional design services, and to increase the authorization amount by \$49,506.89. The additional services will include the update of design plans for signing along M-39 from M-10 to I-94. The additional design work is required because of changes in the field during MDOT's delay of the project. The signing project was put on hold at the omissions/errors check stage in November 2006.

Benefit: Improved public safety and the preservation of 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: If this revision is not approved, the consultant will not be able to complete the project work, safety risks will increase, and safety assets may be lost.

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

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

New Project Identification: This is not a new project.

Zip Code: 48216.

24. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z23/R2) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$30,504.33. The additional services will include the update of design plans for signing along I-275 and the addition of 40 signs to the project. These signs were intended to be included in the original authorization work but were inadvertently omitted. The additional design work is required because of changes in the field during MDOT's delay of the project. The original authorization provides for the development of design plans for 8.5 miles of freeway sign upgrading along I-275 from I-75 north to the southern Wayne county line in Monroe County (CS 58171 – JN 084892C). The authorization term remains unchanged, November 4, 2005, through April 4, 2011. The revised authorization amount will be \$148,034. The contract term will be April 5, 2005, through April 4, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Keeping the signing along the interstate highway up to date is a top priority for the Metro Region office. This project was delayed until 2010 in order to coordinate it with the I-75 Metro Region reconstruction project. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the update of design plans for signing along I-275 and the addition of 40 signs to the project that were intended to be included in the original authorization work.

Benefit: Improved public safety and the preservation of 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: If this revision is not approved, the consultant will not be able to complete the project work, safety risks will increase, and safety assets may be lost.

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

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

New Project Identification: This is not a new project.

Zip Code: 48183.

25. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z24/R2) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$57,774.56. The additional services will include the update of design plans for signing along I-275 and the addition of 180 signs to the project. These signs were intended to be included in the original authorization work but were inadvertently omitted. The additional design work is required because of changes in the field during MDOT's delay of the project. The original authorization provides for the development of design plans for 32 miles of freeway sign upgrading along I-275 from the Monroe/Wayne county line north to the I-96/I-696 interchange in Wayne and Oakland Counties (CS 82291 – JN 084893C). The authorization term remains unchanged, November 4, 2005, through April 4, 2011. The revised authorization amount will be \$523,699.47. The contract term will be April 5, 2005, through April 4, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Keeping the signing along the interstate highway up to date is a top priority for the Metro Region office. This project was delayed until 2010 in order to coordinate it with the I-75 Metro Region reconstruction project. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the update of design plans for signing along I-275 and the addition of 180 signs to the project that were intended to be included in the original authorization work.

Benefit: Improved public safety and the preservation of 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: If this revision is not approved, the consultant will not be able to complete the project work, safety risks will increase, and safety assets may be lost.

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

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

New Project Identification: This is not a new project.

Zip Code: 48174.

26. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z6/R1) under Contract (2005-0453) between MDOT and Parsons Transportation Group, Inc., of Michigan will extend the authorization term by one year to provide sufficient time for the consultant to complete the traffic optimization services (11 days retroactive). The additional time is needed because the Road Commission for Oakland County was required to perform unforeseen repair work on equipment used to retune the traffic signals. The original contract provides for the performance of traffic signal optimization services for M-24 from Auburn Hills Arena (South Drive) to Ray Road in the Metro Region (CS 82900 - JN 88094C). The revised authorization term will be September 27, 2005, through September 26, 2009. The authorization amount remains unchanged at \$181,083.78. The contract term is September 27, 2005, through September 26, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Approval of this revision will allow the consultant to complete the traffic optimization services to ensure that a comprehensive completion of after-runs and evaluations is achieved. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the traffic optimization services. The additional time is needed because the Road Commission for Oakland County was required to perform unforeseen repair work on equipment used to retune the traffic signals. Because the equipment currently in the field is dated and the loop detectors are ineffective, the final evaluation of the optimized corridor cannot be completed until the repairs are made.

Benefit: Delivery of a complete signal optimization project that meets all of the specifications in the scope of work.

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 signals included in the optimization project will not be evaluated and the installation of new loop detectors and additional equipment will not be tested for compatibility with the upgraded signal timings.

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

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

New Project Identification: This is not a new project.

Zip Code: 48075.

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

Amendatory Contract (2006-0130/A2) between MDOT and Kimley-Horn of Michigan, Inc., will provide for system manager services to be performed during the software implementation phase of the project, will increase the contract amount by \$1,006,893.66, and will extend the contract term by 45 months. The original contract provides for design services to be performed for a statewide Advanced Traffic Management System software package to replace the aging software currently deployed at the Michigan Intelligent Transportation System (MITS) Center in the city of Detroit, Wayne County. The revised contract term will June 16, 2006, through September 30, 2012. The revised contract amount will be \$1,553,413.21. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Criticality: This contract will ensure that an expert oversees the implementation phase of the project so that the software specifications are met and the system meets MDOT's needs.

Purpose/Business Case: To provide for system manager services to be performed during the software implementation phase of the project. The complex nature of software implementation requires expert oversight to ensure that MDOT needs are met. The software being procured will help improve operational efficiency and the management of the road network in Michigan.

Benefit: Will ensure that appropriate technical support is provided during the critical software implementation stage of the project.

Funding Source: 50% Federal Highway Administration Funds and 50% 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 amendment is not approved and the system manager services are not provided, the software implementation will lack the required expert level of oversight, the system may not meet MDOT's needs, and the risk of out of service time for the MITS Center and the Western Michigan Traffic Management Center will increase.

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

Selection: N/A for amendment; qualifications-based for original contract. This part of the work was included in the original selection for the project.

New Project Identification: This is not a new project.

Zip Code: 48909.

* Denotes a non-standard contract/amendment

28. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2007-0628/A1) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the contract amount by \$72,524.18. The additional services include geotechnical work, including soil boring and related material testing for various locations. The geotechnical work is required because the new American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) specifications must be used on this job, which means that the bridges must be evaluated using the new HL-93 truck loading. The original contract provides for the performance of design services for the rehabilitation of M-39 and the rehabilitation of 21 bridges over M-39 (Southfield Freeway) from I-94 northerly to McClung Street in the cities of Detroit and Southfield, Wayne and Oakland Counties. The contract term remains unchanged, February 22, 2008, through April 1, 2010. The revised contract amount will be \$4,856,755.94. Source of Funds: 81.21% Federal Highway Administration Funds and 18.79% State Restricted Trunkline Funds.

Criticality: Additional geotechnical evaluations are required for the design of the bridges. The plans must be completed by April 2009 for 2010 construction, so this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for geotechnical work to be performed at the Joy Road, Pembroke Avenue, Curtis Avenue, Lyndon Avenue, and M-102 left-turn ramp bridges over M-39. The geotechnical work is required because the new AASHTO LRFD specifications must be used on this job, which means that the bridges must be evaluated using the new HL-93 truck loading. The additional design loading requires additional geotechnical investigation, including soil borings and material testing, to properly design the rehabilitation of the bridge substructures.

Benefit: The design will meet current standards and improve bridge conditions for long-term roadway safety and serviceability. The project will also reduce the long-term maintenance costs for this area.

Funding Source: 81.21% Federal Highway Administration Funds and 18.79% State Restricted Trunkline Funds.

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

Risk Assessment: If the geotechnical work is not performed, the design plans could fail to take the existing soil conditions into account, which could result in increased future maintenance costs and decreased service life for the new bridge structures.

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

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

New Project Identification: This is not a new project.

Zip Code: 48219 and 48235.

29. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R1) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$29,994.66. The additional services will include design work for storm sewer replacement and additional pavement reconstruction on M-50/M-99 between State Street and Mill Street. The original authorization provides for the performance of design services for the resurfacing and rehabilitation of 1.4 miles of M-50/M-99 from Kimbark Avenue to Hallwood Drive in Eaton County (CS 23051- JN 79757C). The authorization term remains unchanged, November 26, 2007, through August 21, 2010. The revised authorization amount will be \$185,709.23. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This project will provide for improvements in pavement condition and roadway drainage, which will result in a safer roadway. This project is scheduled to be let in October 2009. In order to meet the letting date, the additional design services must commence by mid-October 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, including design work for storm sewer replacement and additional pavement reconstruction on M-50/M-99 between State Street and Mill Street.

Benefit: This project will provide for improvements in pavement condition and roadway drainage, which will result in improved safety for motorists and pedestrians.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved and the services are not performed, the pavement will continue to deteriorate and the roadway will continue to drain poorly, which will increase safety risks for motorists and pedestrians.

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

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

New Project Identification: This is not a new project.

Zip Code: 48827.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z33) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for the development of design plans for 84 miles of non-freeway sign upgrading along M-89, M-40, M-179, M-222, Old-31, and US-31 in Allegan County (CS various - JN 103361C). The work items 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 August 21, 2010. The authorization amount will be \$219,829.59. The contract term is August 22, 2007, through August 21, 2010. 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 non-freeway signing. Projects are selected based on the ages and conditions of the signs in place along various segments of highway. Some of the existing signs have already lost their retroreflectivity. Therefore, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design plans for 84 miles of non-freeway sign upgrading along M-89, M-40, M-179, M-222, Old-31, and US-31 in Allegan County. This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including permanent non-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 based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z27) under Contract (2007-0677) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of full construction engineering services for M-99 from Steamburg Street to Bacon Street, Hillsdale County (CS 30041 - JN 75210A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$536,741.38. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Proper construction engineering oversight is critical in order to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. The construction project is scheduled to begin in early October 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of full construction engineering services for M-99 from Steamburg Street to Bacon Street, Hillsdale County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49242.

32. *HIGHWAYS - IDS Expert Witness Services

Authorization Revision (Z4/R1) under Contract (2007-0748) between MDOT and Value Trends, Inc., will provide for the performance of additional professional services and will increase the authorization amount by \$18,418. The consultant will complete pre-trial preparations, compile information, perform additional appraisal services and reviews, and provide expert testimony for pending litigation against MDOT. The original authorization provides for preliminary appraisal services to be performed for the Office of the Attorney General. The authorization term will be March 20, 2008, through August 23, 2010. The revised authorization amount will be \$42,818. The contract term will be August 24, 2007, through August 23, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: It is critical that this authorization revision be approved to continue to assist the Office of the Attorney General, Transportation Division, in providing a land appraisal and report, research and analysis of plaintiff expert reports, and trial testimony. Because of pending litigation, it is imperative that this authorization revision be approved and processed as soon as possible.

Purpose/Business Case: To provide for additional professional services and to increase the authorization amount accordingly.

Benefit: The Office of the Attorney General will have needed professional services to support its legal work for MDOT related to the case.

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

* Denotes a non-standard contract/amendment

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

Risk Assessment: If this revision is not approved, the Office of the Attorney General will not have the needed professional services to support its legal work for MDOT related to the case.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

33. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2008-0100) between MDOT and Capital Consultants, Inc., dba c2ae will provide for the performance of additional design services and will increase the authorization amount by \$44,145.06. The additional services will include extending the existing retaining wall, changing the type of retaining wall system built in locations where modular block cannot be used due to right-of-way limitations, and adding curb and gutter with slope and ditch realignment to assist with drainage issues. The original authorization provides for non-motorized pathway construction, including Americans with Disabilities Act (ADA) compliant ramps, earthwork and retaining wall investigation, and drainage improvements along the I-69 business loop (BL) from Coolidge Road to Stonegate Lane in Ingham County (CS 33043 - JN 100539C). The authorization term remains unchanged, March 6, 2008, through January 30, 2011. The revised authorization amount will be \$166,228.30. The contract term is January 31, 2008, through January 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The non-motorized pathway project is scheduled to be let in May 2009. In order to meet the letting date, the design phase of the project must commence by mid-October 2008. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, including extending the existing retaining wall, changing the type of retaining wall system built in locations where modular block cannot be used due to right-of-way limitations, and adding curb and gutter with slope and ditch realignment to assist with drainage issues.

Benefit: This project will provide for improvements to pedestrian safety and will promote pedestrian traffic. The proposed pathway network will provide a paved, barrier-free facility and ADA-accessible system that is separate from the roadway.

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

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

Risk Assessment: If this revision is not approved, the existing sidewalk will continue to deteriorate. There will be no connectivity in the system, resulting in poor conditions for pedestrian traffic, and pedestrian accessibility requirements will not be met, which will increase safety risks for pedestrians.

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

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

New Project Identification: This is a new project.

Zip Code: 48823.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2008-0131) between MDOT and Great Lakes Engineering Group, LLC, will provide for as-needed bridge safety inspection services to be performed in the Metro Region. The work items will include reviewing bridge files, inspecting bridges in the field, completing reports, and communicating the findings to MDOT. The authorization will be in effect from the date of award through February 5, 2011. The authorization amount will be \$158,794.79. The contract term is February 6, 2008, through February 5, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: This authorization will provide for inspection of structures in the Metro Region to ensure compliance with FHWA regulations. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of as-needed bridge inspections in the Metro Region to ensure public safety.

Benefit: This authorization will increase the timeliness of bridge inspections in the Metro Region to ensure compliance with federal regulations. It will also provide valuable information to the Metro Region on the condition of some of the state's most traveled bridges.

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 these services are not performed, the state may not be in compliance with federal regulations and federal funding could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0257) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for bridge approach pavement replacement and maintaining traffic on M-13 over Cheboyganing Creek, 5.2 miles south of Bay City in Portsmouth Township, Bay County, Michigan, (CS 09031 - JN 083554D). The work items include the design of the road approach work, drainage modifications, curb and gutter and downspout replacement, guardrail replacement and upgrades, and maintaining traffic. The authorization will be in effect from the date of award through June 2, 2011. The authorization amount will be \$249,994.71. The contract term is June 3, 2008, through June 2, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Poor elements on this structure could result in unsafe conditions for travelers and closure of the structure. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design services for bridge approach pavement replacement and maintaining traffic on M-13 over Cheboyganing Creek in Portsmouth Township, Bay County.

Benefit: Will ensure safe vehicular travel over the bridge.

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48747.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2008-0396) between MDOT and Wilcox Professional Services, LLC, will provide for the development of design plans for 124 miles of non-freeway sign upgrading along M-103, US-12, M-66, M-86, M-216, US-131, and the US-131 business route (BR) in St. Joseph County (CS various - JN 103392C). The work items 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 July 14, 2011. The authorization amount will be \$275,149.47. The contract term is July 15, 2008, through July 14, 2011. 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 non-freeway signing. Projects are selected based on the ages and conditions of the signs in place along various segments of highway. Some of the existing signs have already lost their retroreflectivity. Therefore, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design plans for 124 miles of non-freeway sign upgrading along M-103, US-12, M-66, M-86, M-216, US-131, and US-131BR in St. Joseph County. This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including permanent non-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 based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

37. *HIGHWAY OPERATIONS (Office of Operations Administrative Services) - Business and Technology Assessment Services

Contract (2008-0449) between MDOT and Keane, Inc. (Keane), will provide for the performance of as-needed business and technology support services for MDOT's Office of Operations Administrative Services (OAS). Keane will create a risk management plan, recommend business and technology needs, develop project and program management plan templates and status reports, identify solutions to assist with the inventory of MDOT's physical assets, and make recommendations for the performance reporting of the OAS business objectives. The contract provisions include enhanced oversight; quarterly work assignments will be issued by the MDOT Project Manager and will identify the tasks to be performed, the number of hours required to perform the tasks, and will set forth the expected deliverables. The work assignments will be issued throughout the term of the contract on an as-needed basis and will be the basis for which payment is made. The contract will be in effect from the date of award through December 31, 2011; however, MDOT has the ability to terminate the contract for convenience at any time. The contract amount will be \$899,973, not to exceed \$299,991 annually. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

A previous contract (#071B3001411), administered by the Department of Information Technology (DIT), in the amount of \$6,000,000 was in effect from August 11, 2003, through September 30, 2008. The contract provided for Information Technology (IT) project management services, including assistance in the day-to-day operation of an IT Project Management Office. The services were technological in nature, and the contract provided support to OAS to meet MDOT's business needs. DIT determined that it was in the agencies best interest to contract only the programmer/developer tasks for ongoing IT development and that MDOT would contract the non-IT development tasks independently. This contract will utilize a portion of these IT applications.

MDOT's Office of OAS is responsible for administering and overseeing multiple department and Highway Operations support functions. The office's primary responsibilities are in the areas of fleet, facilities, budget, personnel, information technology business needs, and audit liaison. New business areas and functions were recently integrated into OAS and this contract will assist in and provide support to OAS for core responsibilities and related functions and tasks including, but not limited to, business analyses, needs assessments, project and program management, asset management, project tracking, best practices, and general support.

Prior to the request to establish this contract, an analysis was conducted to determine if the services provided would serve MDOT in a more efficient and effective manner by hiring either full-time or limited-term employees. The cost and operational analysis concluded that the services provided may not require a full-time employee; thus, the hiring of a full-time employee may become more costly than the contract amount. The contract will provide for three Keane staff members to perform tasks set forth in the work assignments. If it is determined that the services of the three staff members is unwarranted, MDOT will reduce the number of hours/staff accordingly, thereby reducing the total contract amount.

Criticality: OAS administers and oversees multiple and complex operations for MDOT. OAS recently integrated new business areas and business functions into its operations, and it is critical that this contract be approved to assist in providing office support for the OAS core competencies and tasks and to provide the tools to make critical decisions in order to meet MDOT's strategic objectives.

Purpose/Business Case: The primary responsibilities and functions of OAS are budget preparation, personnel management, information technology management, and audit liaison. OAS also administers and operates all of MDOT's fleet and facilities. This contract will provide for the performance of business and technology assessment services, including support in project, program, and asset management; project tracking and coordination; quality assurance and quality control; and activity, accomplishment, and performance reporting.

Benefit: Will provide for the implementation of performance measurements in order to meet MDOT's strategic objectives. These measurements will ensure savings to MDOT by providing assistance in risk management planning and identifying solutions to meeting OAS business objectives and MDOT's strategic plan.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Because OAS integrated new business areas and business functions into its operations, it now requires the development of a strategic plan that is in alignment with MDOT's strategic plan. Failure to approve this contract could result in the inability of OAS to optimally assess and to identify performance measurements that impact MDOT's strategic plan.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

38. *HIGHWAYS - Construction Engineering Services

Contract (2008-0469) between MDOT and Tetra Tech of Michigan, P.C., will provide for full construction engineering services to be performed for the reconstruction of I-96 and I-696 in the cities of Novi and Farmington Hills, Oakland County. The construction project includes concrete pavement repair work and miscellaneous bridge rehabilitation work. The work items include construction administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$4,335,376.10. The contract will be in effect from the date of award through July 10, 2014. Source of Funds: 90% Federal Highway Administration Funds, 9.01% State Restricted Trunkline Funds, and 0.99% local funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for full construction engineering services to be performed for the reconstruction of I-96 and I-696 in the cities of Novi and Farmington Hills.

Benefit: Will provide for construction engineering services to be performed for the reconstruction of I-96 and I-696 at multiple locations in Oakland County. The inspection and testing will ensure that all parts of the construction are up to current state and federal standards.

Funding Source: 90% Federal Highway Administration Funds, 9.01% State Restricted Trunkline Funds, and 0.99% local funds.

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

Risk Assessment: If these services are not approved, the project will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards will not be met, and federal funding could be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48377.

39. HIGHWAYS - IDS Engineering Services

Contract (2008-0528) between MDOT and Inspecol 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.

40. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2008-5361) between MDOT and the City of Lansing will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Capitol City Boulevard from Grand River Avenue (Highway I-96 business route) northerly approximately 1,300 feet.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$70,000, which is met in part by the \$8,000 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$280,000
City of Lansing Funds	<u>\$ 8,000</u>
Total Funds	<u>\$288,000</u>

EDA 33522 – 103164; Ingham 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 in 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 City of Lansing Funds.

Commitment Level: 98% state up to \$280,000 and the balance by the City of Lansing; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48906.

* Denotes a non-standard contract/amendment

41. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2008-5369) between MDOT and the Calhoun County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Construction work for a new roadway from 11 Mile Road (Highway M-311) to Michigan Avenue (Highway I-94 business loop) in the vicinity of Highway I-94.

Estimated Funds:

State Restricted TED Funds	\$339,872
Calhoun County Road Commission Funds	<u>\$260,128</u>
Total Funds	<u>\$600,000</u>

EDF 13566 - 102763

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 in 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 Calhoun County Road Commission Funds.

Commitment Level: 80% state up to \$339,872 and the balance by the Calhoun County Road Commission; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Construction of new roadway.

Zip Code: 49014.

42. HIGHWAYS - Participation for Local Agency Construction Contract
Amendatory Contract (2008-5370) between MDOT and the Genesee County Road Commission will provide for funding participation in the following improvements:

PART A

Reconstruction work along Miller Road from Linden Road to Ketzler Drive, including pavement removal, concrete curb and gutter, storm sewer, drainage structure, hot mix asphalt paving, traffic signal installation, and pavement marking work.

PART B

Reconstruction work along Miller Road from Ketzler Drive to Highway I-75, including pavement removal, concrete curb and gutter, storm sewer, drainage structure, hot mix asphalt paving, guardrail, traffic signal installation, and pavement marking work.

PART C

Reconstruction work along Miller Road from Highway I-75 to Ballenger Highway, including pavement removal, concrete curb and gutter, storm sewer, drainage structure, hot mix asphalt paving, guardrail, and pavement marking work.

The purpose of this amendment is to clarify that costs incurred by MDOT for construction engineering and inspection for the Part A and Part C portions of the project will be charged 100 percent to the County and to eliminate conflicting numbers shown for the federal participation ratio for the Part B portion of project. No changes are being made to the estimated costs for the Part A, B, and C portions of the project.

HPSL 25402 – 87262; EDCF 25402 – 87266; STU 25402 - 100987
Amendment

Criticality: This amendment will allow MDOT to bill the County for 100 percent of the costs incurred by MDOT for construction engineering and inspection for the Part A and Part C portions of the project and provide for corrections to be made to the federal participation ratio for the Part B portion of the project so that the percentage is consistent throughout the contract. Delaying this amendment would keep MDOT from billing the County for construction engineering and inspection costs for the Part A and Part C portions of the project that are not being reimbursed by federal or state funds and eliminate confusion regarding the federal participation ratio for the Part B portion of the project.

Purpose/Business Case: To amend the original contract to include payment by the County for costs incurred by MDOT for construction engineering and inspection for the Part A and Part C portions of the project and ensure that the federal participation ratio is the same percentage for the Part B portion of the project throughout the contract.

Benefit: Will specifically indicate that MDOT will charge the County 100 percent of the costs incurred by MDOT for construction engineering and inspection for the Part A and Part C portions of the project and ensure that the correct federal participation ratio for the Part B portion of the project is consistent throughout the contract.

Funding Source: Federal High Priority Project – SAFETEA-LU Funds, Federal Surface Transportation Funds, State Transportation Economic Development Funds, State Local Jobs Today Funds, and Genesee County Road Commission Funds.

Commitment Level: 80% federal subject to obligational authority limitation, 20% state up to \$474,000, and the balance by the Genesee County Road Commission for Part A; 65% federal, 35% state up to \$1,291,290, and the balance by the Genesee County Road Commission for Part B; \$800,000 not to exceed 80% federal, \$200,000 not to exceed 20% state, and the balance by the Genesee County Road Commission for Part C.

Risk Assessment: Without this amendment, payment for costs incurred by MDOT for construction engineering and inspection for the Part A and Part C portions of the project and the federal participation ratio established for the Part C portion of the project would be unclear.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48507.

43. HIGHWAYS - Participation for Local Agency Right-of-Way Acquisition

Contract (2008-5373) between MDOT and the Barry County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

Right-of-way acquisition work for construction improvements along Finkbeiner Road from Patterson Road to approximately 1,060 feet east of Cherry Valley Road.

Estimated Funds:

Federal Highway Administration Funds	\$240,000
State Restricted Local Jobs Today Funds	\$ 60,000
Barry County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$300,000</u>

HPSL 08555 - 103616

Right-of-Way Acquisition

Criticality: The right-of-way phase of this project has been approved under the Local Jobs Today Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and is necessary before construction of the project can take place. Delaying this phase of the project would result in the delay of the construction phase of this project, thereby adversely affecting the goal of the Local Jobs Today Program to stimulate the state's economy.

Purpose/Business Case: To provide for participation in transportation activities under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU).

Benefit: Will allow the project to move forward and funds from SAFETEA-LU to be expended.

Funding Source: Federal High Priority Projects Funds and State Local Jobs Today Funds.

Commitment Level: 80% federal, 20% state; based on estimate.

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

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49333.

44. HIGHWAYS - Participation for Local Agency Contract
 Contract (2008-5374) between MDOT and the Road Commission for Macomb County will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, equipment management, and system management work.

Estimated Funds:

Federal Highway Administration Funds	\$500,000
Road Commission for Macomb County Funds	<u>\$125,000</u>
Total Funds	<u>\$625,000</u>

CM 50400 - 101468
 Local Force Account

Criticality: The funding is being used in conjunction with this project to improve air quality by minimizing traffic congestion and delay. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants.

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.

Benefit: Continued maintenance of system whose intent is to maximize efficiency of traffic operations and increase safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Road Commission for Macomb County Funds.

Commitment Level: \$500,000 federal not to exceed 80% and the balance by the Road Commission for Macomb County.

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: Continued maintenance of existing traffic management system.

Zip Code: 48043.

45. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2008-5376) between MDOT and the Branch County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing with aggregate shoulder work along Copeland Road from Quimby Road to Fremont Road.

Estimated Funds:

Federal Highway Administration Funds	\$75,000
Branch County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,700</u>

STL 12010 - 89425
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement. Delaying this project would adversely affect motorist safety.

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

Benefit: Improvement and extension of the life of the roadway.

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

Commitment Level: 80% federal, 20% Branch 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: 49082.

46. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5401) between MDOT and the City of Southfield will provide for participation in the following Transportation Enhancement improvements:

Streetscaping work along Nine Mile Road from Northwestern Highway to Greenfield Road, along J.L. Hudson Drive from Northwestern Highway to Greenfield Road, and along Providence Drive from J.L. Hudson Drive to Greenfield Road, including concrete sidewalk, street furnishing, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$241,500
City of Southfield Funds	<u>\$107,800</u>
Total Funds	<u>\$349,300</u>

STE 63459 – 54909; Oakland County
Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not be expended on any other activity. If Michigan does not use these funds, they will be made available to other states and Michigan residents will lose out on the benefits afforded by the use of the funds in Michigan. In addition, the agency receiving these funds has already invested significant local dollars in the planning and design of this project and is depending on the Transportation Enhancement Activities Funds to construct the project. Delaying this project would adversely impact this agency as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Enhancement of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Southfield Funds.

Commitment Level: \$241,500 not to exceed 80% federal and the balance by City of Southfield; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New enhancement of existing roadway.

Zip Code: 48075.

47. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2008-5403) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt resurfacing work along Ironwood Drive from Stateline Road to Redfield Road.

Estimated Funds:

Federal Highway Administration Funds	\$76,500
Cass County Road Commission Funds	<u>\$17,000</u>
Total Funds	<u>\$93,500</u>

STUL 14400 - 100027

Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement. Delaying this project could adversely affect the safety of motorists.

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

Benefit: Will improve and extend the life of the roadway.

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

Commitment Level: \$99,826 not to exceed 81.85% 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.

- 48.-51. HIGHWAYS – Local Jobs Today Program Loans

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loans will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. The loan contracts will be in effect from the dates of award through either September 30, 2009, or September 30, 2010, depending on the expected date of availability of future federal aid. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2008, and are being advanced to the fiscal year that began October 1, 2007.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
48.	2008-8267	89680	Jackson CRC	Hot mix asphalt paving work along McCain Road from Arbor Hills Road to Reynolds Road	\$ 721,800
49.	2008-8321	103741	Marquette CRC	Hot mix asphalt paving work along County Road 492 from Highway US-41 northerly to County Road HD	\$ 69,600
50.	2008-8359	103616	Barry CRC	Hot mix asphalt paving work along Finkbeiner Road from Patterson Road to approximately 1,060 feet east of Cherry Valley Road	\$1,925,000
51.	2008-8400	88933	Macomb CRC	Concrete pavement work along Romeo Plank Road from Hall Road (Highway M-59) to approximately 0.5 miles north of 21 Mile Road	\$1,437,000

Criticality: These loans are offered under the LJT Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and are necessary for the local agencies to finance the associated construction of these transportation projects. Delaying these loans would delay the construction of the projects, thereby adversely affecting the goal of the LJT Program to stimulate the state's economy.

Purpose/Business Case: To financially assist in roadway improvements under the LJT Program.

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

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project which is not currently available.

Risk Assessment: Without these loan contracts, the projects approved for LJT matching grant funds may not be able to be built.

Cost Reduction: Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 48909.

52. *HIGHWAYS - IDS Expert Witness Services

Contract (2009-0045) between MDOT and Virchow, Krause & Company, LLP, will provide for the performance of various expert witness services, including research and investigatory services and testimony, in the defense of lawsuits filed against MDOT 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 \$2,000,000. 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, state, or local funds, depending on the particular project authorized.

53. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2009-0039) between MDOT and Stout Risius Ross, 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.

54. PASSENGER TRANSPORTATION - Section 5309 Program
Project Authorization Revision (Z2/R3) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will renew the authorization and extend the authorization term by 18 months to provide sufficient time for DDOT to complete the construction of a clean fuels facility. The additional time is needed because revisions to the city's building and safety engineering and zoning codes caused delays to the project. Construction has begun and all grant funds are expected to be expended by December 2009. The original authorization provides state matching funds for DDOT's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from December 19, 2001, through June 18, 2008, and from the date of award of this revision through December 18, 2009. No costs will be incurred between June 18, 2008, and the date of award of this revision. The authorization amount remains unchanged at \$3,713,680. 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 - \$2,970,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$742,736.

Criticality: Approval at this time is critical to allow DDOT to complete construction of the clean fuels facility, which will retain jobs and improve air quality.

Purpose/Business Case: To renew the authorization and extend the authorization term by 18 months to provide sufficient time for DDOT to complete construction of a clean fuels facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,970,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$742,736.

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: 48207.

55. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z16/R3) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in Wayne and Oakland Counties, will extend the authorization term by one year to provide sufficient time for DDOT to complete the signage project. The project is more extensive than DDOT originally expected, and outside engineering assistance has been enlisted to develop a comprehensive, coordinated transit service enhancement plan for the project. The original authorization provides state matching funds for DDOT's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be May 13, 2004, through November 12, 2009. The authorization amount remains unchanged at \$29,145,193. 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 - \$23,316,154; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$5,829,039.

Criticality: Approval of this revision is critical to provide sufficient time for DDOT to complete the signage project. The signage system will utilize color coding for ease of use.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$23,316,154; FY 2002, 2004 and 2005 State Restricted Comprehensive Transportation Funds - \$5,829,039.

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 a time extension to an existing project.

Zip Code: 48207.

56. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z31/R2) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will renew the authorization and extend the authorization term by one year to provide sufficient time for MTA to purchase and install the necessary automated vehicle locator equipment for MTA's Intelligent Transportation System (ITS) project. The additional time is needed because MTA used other grants to initiate the ITS project, which delayed expenditures under this grant. The other funding has been exhausted, so this grant will be used to complete the project. The original authorization provides toll credits as the state match for MTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from August 30, 2005, through August 29, 2008, and from the date of award of this revision through August 29, 2009. No costs will be incurred between August 29, 2008, and the date of award of this revision. The authorization amount remains unchanged at \$971,779. The toll credit amount remains unchanged at \$194,356. 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 - \$971,779.

Criticality: Approval at this time is critical to allow MTA to complete the implementation of the ITS in order to comply with federal regulations and improve efficiency and safety.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$971,779.

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.

57. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0095) between MDOT and the Clinton Area Transit System (CATS) will extend the authorization term by two years to provide sufficient time for CATS to combine the funds from the facility construction line item in this authorization with FY 2010 Small Urban funding to build a new facility. The original authorization provides state matching funds for CATS' FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 14, 2006, through March 13, 2011. The authorization amount remains unchanged at \$1,487,285. The toll credit amount remains unchanged at \$24,896. 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 - \$1,214,724; FY 2002, FY 2003, and FY 2006 State Restricted Comprehensive Transportation Funds - \$272,561.

Criticality: Approval of this revision at this time is critical to allow CATS to combine funding in order to construct a new facility that is necessary to upgrade its transportation infrastructure.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for CATS to combine funds from the facility construction line item with FY 2010 Small Urban funds to build a new facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,214,724; FY 2002, FY 2003, and FY 2006 State Restricted Comprehensive Transportation Funds - \$272,561.

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: 48879.

58. *PASSENGER TRANSPORTATION - Extension of Project Completion Period

Amendatory Contract (2005-0419/A1) between MDOT and the Clare County Transit Corporation will extend the project completion period by one year to provide sufficient time for the agency to complete vehicle acquisition. The additional time is needed because the agency attempted to purchase the vehicles using another transit agency's purchase order but was unable to find another agency with a purchase order that met its vehicle acquisition needs. The agency is now going to take bids for the vehicles. The time required to complete the bid process and subsequent purchase of vehicles will extend beyond the current project completion period expiration date. The original contract provides state matching funds for the agency's FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 19, 2005, through September 18, 2009. The contract term remains unchanged, from September 19, 2005, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$463,295. Source of Funds: Federal Transit Administration (FTA) Funds - \$370,636; FY 2002 State Restricted Comprehensive Transportation Funds - \$92,659.

Criticality: Approval at this time is critical to allow the agency to purchase replacement transit vehicles that are necessary in order to maintain a safe and efficient operation.

Purpose/Business Case: To extend the project completion period by one year to provide sufficient time for the agency to complete the project.

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

Funding Source: FTA Funds - \$370,636; FY 2005 State Restricted Comprehensive Transportation Funds - \$92,659.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment 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: 48625.

59.-88. PASSENGER TRANSPORTATION - Specialized Services Program

The following project authorizations issued under master agreements between MDOT and the following agencies will retroactively provide 100 percent state funding for the FY 2009 Specialized Services Program, which furnishes operating assistance for transportation services for elderly individuals and individuals with disabilities (seven days retroactive). The funds will be used for eligible specialized services providers or public transit systems. Reimbursement is based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$0.29 per vehicle mile for volunteer driver trips. The authorizations will be in effect from October 1, 2008, through September 30, 2009. The authorizations are retroactive as MDOT delayed processing them in anticipation of an approved FY 2009 Appropriation Bill. As a bill has still not been passed, and in order to preclude further retroactivity, MDOT is now proceeding with these authorizations. The total amount of the authorizations will be \$3,812,315. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2009 State Restricted Comprehensive Transportation Funds - \$3,812,315. FY 2009 funding is contingent upon legislative appropriation.

	<u>Agreement Number</u>	<u>Agency</u>	<u>Total</u>
59.	2007-0155/Z3	Mecosta County Board of Commissioners	\$ 34,431
60.	2007-0179/Z10	Branch Area Transit Authority (Branch County)	\$ 31,701
61.	2007-0191/Z10	Cheboygan County Board of Commissioners	\$ 25,000
62.	2007-0200/Z3	Delta County Board of Commissioners	\$ 44,290
63.	2007-0220/Z5	Handicappers Information Council and Patient Equipment Locker, Inc. (Gratiot County)	\$ 41,213
64.	2007-0248/Z5	Mackinac County Board of Commissioners	\$ 28,842
65.	2007-0252/Z11	Marquette County Transit Authority	\$ 48,961
66.	2007-0266/Z4	Newaygo County Board of Commissioners	\$ 32,410
67.	2007-0271/Z3	Oceana County Board of Commissioners	\$ 27,828
68.	2007-0275/Z7	Oscoda County Area Transit Specialists	\$ 49,751
69.	2007-0279/Z3	Presque Isle County Board of Commissioners	\$ 43,411
70.	2007-0157/Z14	Allegan County Board of Commissioners	\$106,704
71.	2007-0162/Z14	Ann Arbor Transportation Authority (Washtenaw County)	\$176,840
72.	2007-0169/Z8	Battle Creek, City of (Calhoun County)	\$ 92,624
73.	2007-0171/Z16	Bay Metropolitan Transportation Authority (Bay County)	\$138,434
74.	2007-0185/Z15	Capital Area Transportation Authority (Ingham County)	\$ 82,189
75.	2007-0201/Z13	Detroit, City of (Wayne County)	\$377,758
76.	2007-0208/Z4	Friendship Centers of Emmet County	\$ 93,214
77.	2007-0226/Z6	Houghton, City of	\$ 58,172
78.	2007-0230/Z13	Interurban Transit Partnership (Kent County)	\$463,289
79.	2007-0239/Z12	Kalamazoo, City of	\$ 74,990
80.	2007-0241/Z9	Key Opportunities, Inc. (Hillsdale County)	\$ 56,999
81.	2007-0245/Z5	Livingston County Board of Commissioners	\$ 59,862
82.	2007-0254/Z16	Mass Transportation Authority (Genesee County)	\$306,772
83.	2007-0264/Z13	Muskegon County Board of Commissioners	\$ 65,499
84.	2007-0277/Z5	Ottawa County Board of Commissioners	\$157,569
85.	2007-0284/Z10	Saginaw Transit Authority Regional Services	\$ 98,924
86.	2007-0290/Z11	Shiawassee Area Transportation Agency	\$ 78,374
87.	2007-0294/Z20	Suburban Mobility Authority for Regional Transportation (Southeast Michigan)	\$787,819
88.	2007-0298/Z6	Upper Peninsula Community Services, Inc. (Dickinson County)	\$128,445

Criticality: Approval of these authorizations is critical to the continuation of the specialized services transportation program, which provides operating assistance for transportation services for elderly individuals and individuals with disabilities.

Purpose/Business Case: To provide operating assistance for transportation services for elderly individuals and individuals with disabilities.

Benefit: Increased public transportation services.

Funding Source: FY 2009 State Restricted Comprehensive Transportation Funds - \$3,404,477.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of services for the elderly and the disabled.

Cost Reduction: Reimbursement is based on the costs of services provided.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

89. PASSENGER TRANSPORTATION - Section 5307 Program - Enhancement

Project Authorization (Z17) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide toll credits as the state match for MTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Transportation Enhancement Program grant for the purchase and installation of bus passenger shelters. 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 \$22,145. Toll credits in the amount of \$4,429 will be allocated as 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 - \$22,145.

Criticality: Approval at this time is critical to allow MTA to improve its infrastructure by providing a safer and more comfortable environment for passengers.

Purpose/Business Case: To provide toll credits as the state match for MTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Transportation Enhancement Program grant for the purchase and installation of bus passenger shelters.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$22,145.

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: 49503.

90. *PASSENGER TRANSPORTATION - Increase Services, Renew and Extend

Amendatory Contract (2007-0607/A1) between MDOT and Southeast Michigan Council of Governments (SEMCOG) will renew the contract and extend the contract term by approximately nine months to provide for the continuation of the local rideshare program through part of FY 2009. SEMCOG will continue to recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. SEMCOG purchased new software that reduced costs by creating efficiencies, enabling the funds for the rideshare program to be used for a longer period of time. The original contract provided federal funds for the continuation of the local rideshare program for FY 2008 under the FY 2007 Federal Congestion Mitigation and Air Quality Improvement Program. The revised contract term will be from October 1, 2007, through June 30, 2008, and from the date of award of this amendment through June 30, 2009. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The contract amount remains unchanged at \$321,109. Source of Funds: Federal Highway Administration (FHWA) Funds - \$321,109.

Criticality: Approval of this amendment is critical to the continuation of rideshare services in Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne Counties to enable people to get to work, to alleviate congestion and pollution, and to improve safety on roadways.

Purpose/Business Case: To renew the contract and extend the contract term by approximately nine months to provide for an additional nine months of services in the communities served by SEMCOG.

* Denotes a non-standard contract/amendment

Benefit: Will reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making the roadways safer by reducing the number of vehicles using them.

Funding Source: FHWA Funds - \$321,109.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: SEMCOG has created efficiencies with a new software system, allowing for approximately nine months of additional services at no additional cost.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

91. PASSENGER TRANSPORTATION – Extend Term, Increase Services

Amendatory Contract (2008-0268/A1) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will extend the contract term by one year to provide for the continuation of local rideshare program services for portions of FY 2009 and FY 2010. SEMCOG will continue to recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. Because SEMCOG purchased new software that reduced costs by creating greater efficiencies, SEMCOG will be able to utilize the FY 2008 Federal Congestion Mitigation and Air Quality Improvement funds for a longer period of time. The original contract provides federal funds for the continuation of the local rideshare program for portions of FY 2008 and FY 2009 under the FY 2008 Federal Congestion Mitigation and Air Quality Improvement Program. The revised contract term will be July 1, 2008, through June 30, 2010. The contract amount remains unchanged at \$329,630. Source of Funds: Federal Highway Administration (FHWA) Funds - \$329,630.

Criticality: Approval of this amendment is critical to the continuation of rideshare services in Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne Counties to enable people to get to work, alleviate congestion and pollution, and improve safety on roadways.

Purpose/Business Case: To extend the contract term by one year to provide for an additional year of rideshare services in the communities served by SEMCOG.

Benefit: Will reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FHWA Funds - \$329,630.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: SEMCOG has created efficiencies with a new software system allowing for one year of additional services at no additional cost.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

92. *PASSENGER TRANSPORTATION - Section 5310 Revenue Grant

Contract (2008-0446) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$134,398 in FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program funds to serve the transportation needs of the elderly and persons with disabilities. The funds will be used for the purchase of transportation vehicles and equipment and for facility improvements for six private, nonprofit agencies. State matching funds in the amount of \$32,600 will be provided, for a total contract amount of \$166,998. Toll credits in the amount of \$800 will be allocated as match for computer equipment. The contract will be in effect from August 29, 2008, until the last obligation between the parties has been fulfilled. The contract is 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. Source of Funds: FTA Funds - \$134,398; FY 2008 State Restricted Comprehensive Transportation Funds - \$32,600.

Criticality: This contract will allow transit agencies to make facility improvements and to procure needed equipment and buses that are needed to replace buses that have reached the ends of their useful lives. The items are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide federal funding and state matching funding for the purchase of transportation vehicles and equipment and for facility improvements for six eligible agencies under the FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$134,398; FY 2008 State Restricted Comprehensive Transportation Funds - \$32,600.

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

93. *PASSENGER TRANSPORTATION - Section 5310 Revenue Grant

Contract (2008-0447) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$4,150,000 (which includes a program reserve fund of \$181,152) in FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program funds to serve the transportation needs of the elderly and persons with disabilities. The funds will be used for the purchase of transportation vehicles for 25 private, nonprofit organizations. State matching funds in the amount of \$1,037,500 will be provided, for a total contract amount of \$5,187,500. The contract will be in effect from August 29, 2008, until the last obligation between the parties has been fulfilled. The contract is 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. Source of Funds: FTA Funds - \$4,150,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$1,037,500.

Criticality: Approval of this contract will allow transit agencies to procure vehicles that are needed to replace vehicles that have reached the ends of their useful lives. The buses are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide federal funding for the purchase of transportation vehicles for 25 eligible agencies under the FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,150,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$1,037,500.

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

94. TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2008-0521) between MDOT and ASC Group, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. 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.
95. TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2008-0522) between MDOT and Commonwealth Cultural Resources Group, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. 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.
96. TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2008-0523) between MDOT and Louis Berger & Associates, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. 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.
97. TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2008-0524) between MDOT and TranSystems Corporation of Michigan will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. 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.
98. TRANSPORTATION PLANNING - IDS Cultural Resource Studies
Contract (2008-0525) between MDOT and URS Corporation Great Lakes will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. 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.

99. TRANSPORTATION PLANNING - IDS Cultural Resource Studies
 Contract (2008-0526) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. 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.
100. TRANSPORTATION PLANNING - IDS Cultural Resource Studies
 Contract (2008-0527) between MDOT and JF New & Associates, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. 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.
101. TRANSPORTATION PLANNING – Update and Maintenance of Congestion Management System
 Authorization (Z4) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update and maintenance of the Congestion Management System for GVMC member agencies using information collected by metropolitan planning organization (MPO) staff. The project will allow the local units of government to develop congestion mitigation strategies and priorities for improvements to the federal aid system. This authorization will be in effect from date of award, through September 30, 2009. The authorization amount will be \$75,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the MPOs to meet federal requirements as 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 update and maintenance of the Congestion Management System.

Benefit: Will allow the local units of government to develop congestion mitigation strategies and priorities for improvements to the federal aid system.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% FHWA Funds and 18.15% GVMC Funds.

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 costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If the authorization is not approved and the work is not performed, the local units of government may not be able to develop congestion mitigation strategies and priorities for improvements to the federal aid system, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

102. TRANSPORTATION PLANNING – Update of Geographic Information System Database
Authorization (Z5) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update of the regional Geographic Information System (GIS) database for the Grand Rapids metropolitan area. The authorization will be in effect from date of award through September 30, 2009. The authorization amount will be \$35,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as 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 update of the regional GIS database for the Grand Rapids metropolitan area. The data will be entered into the Travel Demand Forecast Model, which will be used to address capacity/congestion issues and manage the transportation system.

Benefit: More accurate and up-to-date GIS data will be available to address capacity/congestion issues and manage the transportation system.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% FHWA Funds and 18.15% GVMC Funds.

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 costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If this authorization is not approved, accurate, up-to-date GIS data may not be available to help manage the transportation system and effectively address issues, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

103. TRANSPORTATION PLANNING - Ozone Action Day Program
Authorization (Z6) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Grand Rapids metropolitan area. GVMC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$93,750. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as 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: GVMC staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

Benefit: Will raise public awareness of the Ozone Action Day Program in the Grand Rapids area.

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

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 costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If the authorization is not approved, an opportunity could be lost to raise public awareness of the Ozone Action Day Program in the Grand Rapids area, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

104. TRANSPORTATION PLANNING – Update of Pavement Management System Database
Authorization (Z7) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update of the pavement management system database for GVMC member agencies. The project will allow the local units of government to develop pavement maintenance strategies and to prioritize resurfacing and reconstruction projects. The authorization will be in effect from date of award through September 30, 2009. The authorization amount will be \$195,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as 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 update of the pavement management system database with current pavement condition data gathered by the local units of government. The project will allow the local units of government to develop pavement maintenance strategies and to prioritize resurfacing and reconstruction projects.

Benefit: The pavement management system database will be updated, pavement maintenance strategies will be developed, and roadway projects will be prioritized.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% FHWA Funds and 18.15% GVMC Funds.

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 costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If the authorization is not approved, the pavement management system database may not be updated, and the local units of government may not be able to develop needed pavement maintenance strategies or to prioritize resurfacing and reconstruction projects; and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

105. TRANSPORTATION PLANNING - Ozone Action Day Program

Authorization (Z4) under Master Agreement (2009-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Macatawa area. MACC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$37,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% MACC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as 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: MACC staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

Benefit: Will raise public awareness of the Ozone Action Day Program in the Macatawa area.

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

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 costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If the authorization is not approved, an opportunity could be lost to raise public awareness of the Ozone Action Day Program in the Macatawa area, and federal funds may 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.

106. TRANSPORTATION PLANNING - Ozone Action Day Program

Authorization (Z3) under Master Agreement (2009-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will provide for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Muskegon area. WMSRDC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$124,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% WMSRDC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as 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: WMSRDC staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

Benefit: Will raise public awareness of the Ozone Action Day Program in the Muskegon area.

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

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 costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If the authorization is not approved, an opportunity could be lost to raise public awareness of the Ozone Action Day Program in the Muskegon area, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49443.

107. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Authorization (Z6) under Master Agreement (2009-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor Management Plan for M-22, M-37, and M-119. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from date of award through September 30, 2009. The authorization amount will be \$80,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for M-22, M-37, and M-119.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49685.

STATE PROJECTS

109. LETTING OF SEPTEMBER 05, 2008 ENG. EST. LOW BID
 PROPOSAL 0809033 \$ 756,064.11 \$ 972,741.63
 PROJECT BHT 03072-87916-2
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 15, 2009
 COMPLETION DATE - AUGUST 28, 2009 28.66 %

Joint replacement, substructure and beam end repairs, partial cleaning and coating of structural steel, bearing replacement, riprap and approach work on M-40 over the Rabbit River, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 972,741.63	Same	1 **
Midwest Bridge Company	\$ 1,119,850.38	Same	2
Anlaan Corporation	\$ 1,176,931.94	Same	3
C. A. Hull Co., Inc.	\$ 1,247,122.42	Same	4
L.W. Lamb, Inc.			
Milbocker and Sons, Inc.			
Abhe & Svoboda, Inc.			
Walter Toebe Construction Co.			
Jackson Steel Construction, Inc.			

4 Bidders

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

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

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

Funding Source:

87916A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

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

Funding Source:

100528A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
84166A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
90173A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. The surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed. Loss of dedicated federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced roadway maintenance costs. Reconstructing the existing carpool parking lot will greatly reduce the initial maintenance costs for the carpool lot. Our customers will benefit from the reduced costs and inconvenience associated with the configuration, overcrowding and surface condition. Reduced incidents of car/train accidents.

Selection: Low bid.

New Project Identification: Rehabilitation and reconstruction.

Zip Code: 48892.

115. LETTING OF SEPTEMBER 19, 2008
 PROPOSAL 0809232
 PROJECT MG 25032-87775, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2009

ENG. EST. LOW BID
 \$ 2,758,382.12 \$ 2,807,331.19
 % OVER/UNDER EST.
 1.77 %

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.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Motor City Electric Technologies,	\$ 2,807,441.19	\$ 2,807,331.19	1**
Rauhorn Electric, Inc.	\$ 2,845,228.50	Same	2
J. Ranck Electric, Inc.	\$ 3,067,200.68	Same	3
Cable Constructors, Inc.	\$ 3,094,768.29	Same	4
Posen Construction, Inc.	\$ 32,800.00	Same	REJ
Strain Electric Company			
RMD Holdings, Ltd.			
Metropolitan Power & Lighting, Inc			
Trans Tech Electric, L.P.			
Alpha Electric, Inc.			
J R Howell Airport Lighting LLC			
Windemuller Electric, Inc.			

5 Bidders

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

Purpose/Business Case: Installation of ITS detection system devices and dynamic message messaging system in line with ITS architecture plan for Genesee County on I-475, I-75/US-23, and M-15, in the cities of Burton, Flint and Swartz Creek. The proposed ITS architecture for Genesee County includes coordination between I-75, I-69, and I-475 corridors. I-475 serves as a primary freeway through downtown Flint and is an alternate route for the I-75 corridor. The AADT in the I-75 corridor ranges from 43,400 to 98,000 in the Genesee County area. Peak and/or incident delays can be significant. Notification of alternate route (I-475) is valuable communication when appropriate.

Benefit: The ability to provide the public timely traffic information allows for better driver decisions and therefore improved traffic flow.

Funding Source:

87775A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
87776A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
87794A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	

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

Risk Assessment: The relationships with the motoring public and the cities of Burton, Flint and Swartz Creek in Genesee County may be compromised. They are anticipating the completion of this project as announced. If the construction of these projects are not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.

Cost Reduction: With the construction of this project, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with reduced user delay costs and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48501.

116.	LETTING OF SEPTEMBER 19, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809265	\$ 8,883,449.86	\$ 9,065,771.09
	PROJECT STT 77041-55661, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 11, 2009		2.05 %

9.99 mi of hot mix asphalt cold milling and resurfacing, widening, intersection upgrades, drainage work, shoulder, guardrail, and signing upgrades in the city of Yale, St. Clair and Sanilac Counties. This project includes a 5 year materials and workmanship pavement warranty and a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

8.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
Ace Asphalt & Paving Co.	\$ 9,065,771.09	Same	1 **
John Carlo, Inc.	\$ 9,373,978.83	Same	2
Ajax Paving Industries, Inc.	\$ 10,781,245.22	Same	3
Florence Cement Company			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane	
Rental			
Ace Asphalt & Paving Co.	\$ 9,841,771.09	Same	1 **
John Carlo, Inc.	\$ 9,869,878.83	Same	2
Ajax Paving Industries, Inc.	\$ 12,281,745.22	Same	3
Florence Cement Company			

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.
The ORIGINAL A bid reflects the actual contract price.

3 Bidders

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

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program and the Capital Preventive Maintenance Program. MDOT's Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100114A

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

55661A

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

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and Rehabilitation.

Zip Code: 48097.

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

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

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

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48875.

EXTRAS

119. **Extra 2008 – 143**

Control Section/Job Number: 23812-100223 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.
P O Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$1,057,302.34

Description of Project:

3.82 mi of paver placed surface seal on Old US-27 (Lansing Road) from east of Creyts Road northeasterly to west of Main Street, Eaton and Ingham counties. This project includes a 3 year pavement performance warranty.

Administrative Board Approval Date:	November 20, 2007	
Contract Date:	December 4, 2007	
Original Contract Amount:	\$896,658.80	
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>59,600.20</u>	<u>+ 6.65%</u>
Revised Total	<u>\$956,259.00</u>	+ 6.65%

Offset Information

Total Offsets This Request	(\$103,499.99)	- 11.54%
Net Revised Request	(\$43,899.79)	- 4.90%

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 \$896,658.80.

Approval of this extra will place the authorized status of the contract 6.65% or \$59,600.20 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 Approach	901.940 Ton @ \$66.08 Ton	<u>\$59,600.20</u>
Total		\$59,600.20
 CM 1 Offset Information		
Paver Placed Surf Seal, Type C, Warranty	-23,903.000 Syd @ \$4.330/Syd	<u>(\$103,499.99)</u>
Total		(\$103,499.99)
 Net Revised CM 1 Request		 <u>(\$43,899.79)</u>
 Grand Total		 <u>\$59,600.20</u>

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

CM 1

The engineer directed the contractor to change from the paver placed surface seal to a standard hot mix asphalt material at three intersections. The change was due to concerns with turning and stopping conditions at the intersections. The extra cost for HMA Approach was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT’s Average Unit Price Index. The additional costs are completely offset by a reduction in original items noted above.

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 October 7, 2008.

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: 48917.

120. **Extra 2008 - 144**

Control Section/Job Number: 63459-81102 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: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: Hubbell, Roth, and Clark, Inc.
Engineer's Estimate: \$2,727,618.40

Description of Project:

Bridge removal and replacement along with related approach work on Tienken Road at King's Cove and Paint Creek, in the city of Rochester Hills, Oakland County.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 12, 2006	
Original Contract Amount:	\$2,504,969.56	
Total of Overruns/Changes (Approved to Date):	112,187.84	+ 4.48%
Total of Extras/Adjustments (Approved to Date):	380,117.46	+ 15.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>278,496.46</u>	<u>+ 11.12%</u>
Revised Total	<u>\$3,275,771.32</u>	+ 30.77%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 19.65% over the original budget for an **Authorized to Date Amount** of \$2,997,274.86.

Approval of this extra will place the authorized status of the contract 30.77% or \$770,801.76 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-052	4 r. 1	\$281,117.46	04/03/07

Contract Modification Number(s): 9 r. 3

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

CM 9

Work Expediting Due to Jack in Place Boring Failure		\$60,279.32
Cold Weather Concrete		47,450.89
Overtime Premium for Work Expediting		124,966.25
Pile Driving Equipment, Furnished for an Extended Time	1.000 LS @ \$40,000.00/LS	40,000.00
Push Button Support Post	2.000 Ea @ \$1,000.00/Ea	2,000.00
Guardrail, Type B	200.000 Ft @ \$19.00/Ft	3,800.00
Total		<u>\$278,496.46</u>

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

CM 4

This negotiated extra covers all additional costs beyond the budget established in contract modification 3. These are incurred costs for the unsuccessful attempt to jack in place bore the 12 inch and 20 inch water mains called out in the plans, and the extra costs for the subsequent successful directional bore for the same purpose.

The jack in place method indicated in the plans for water main relocation did not work because the proposed casing elevation was below the ground water table and in granular soils. This resulted in the surrounding soils flowing into the casing pipe, accompanied by the river bottom caving in and also flowing into the casing, along with the river water, and finally into the bore pit. This submerged the jacking and boring equipment, rendering the specified method impossible to implement. This item will reimburse the contractor for the costs incurred in attempting the jack and bore, and also for actually installing the relocated water mains using directional boring. This item was originally set up on contract modification 3, increased on contract modification 4, and now represents the amount needed to date. The extra cost for Work Expediting Due to Jack in Place Boring Failure was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when comparing the records kept for time, material and equipment between the engineer and contractor. The cost of this item is 50 percent funded by the City of Rochester and 50 percent by the Road Commission of Oakland County.

Due to the delay caused by the jack in place bore failure, some of the concrete work occurred during cold temperatures. To place the concrete during the cold temperatures required the contractor to protect the concrete from freezing. The engineer directed the contractor to protect the concrete. The extra cost for Cold Weather Concrete was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when comparing the records kept for time, material and equipment between the engineer and contractor. The cost of this item is 50 percent funded by the City of Rochester and 50 percent by the Road Commission of Oakland County.

The project was delayed due to the problems with the jack in place bore. To keep the project on schedule, the engineer directed the contractor to work additional hours to complete the work. The extra cost for Overtime Premium for Work Expediting was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when comparing the records kept for overtime on the project between the engineer and contractor. The cost of this item is 50 percent funded by the City of Rochester and 50 percent by the Road Commission of Oakland County.

The engineer staked the piles in the east foundation in the wrong location. This error caused additional piles to be driven in the correct location. Due to the extended use of the equipment, the contractor requested that the cost to furnish the equipment be increased. The extra cost for Pile Driving Equipment, Furnished For an Extended Time was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to the original bid item.

To bring the project up to current standards for the Americans with Disabilities Act (ADA) the contractor was directed to remove and replace push button for the signals to meet the ADA requirements. The extra cost for Push Button Support Post was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when reviewing the time, materials and equipment necessary to complete the work.

Due to slope of the grade in the northeast quadrant, the engineer directed the contractor to install Type B guardrail. The extra cost for Guardrail, Type B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to 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 September 25, 2008, meeting, and are now recommended for approval by the State Administrative Board on October 7, 2008.

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

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

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

Funding Source: FHWA, 80%; Oakland County, 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: 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: 48306.

121. **Extra 2008 - 146**

Control Section/Job Number:	82124-60077	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras and 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 and has at least one extra that exceeds the \$250,000 limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	HNTB Michigan Inc.	
Engineer's Estimate:	\$16,032,653.84	

Description of Project:

0.47 miles of reconstruction of existing freeway mainline pavement, shoulders, and construction of new service drive, deck replacement, pin and hanger replacement, beam end repair, and substructure repair on I-96 under Michigan Avenue, construction of bridge for Canadian Pacific Railroad over west service drive of I-75 and I-96, and construction of retaining walls along service drive in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	605,906.82	+ 3.61%
Total of Extras/Adjustments (Approved to Date):	1,481,116.12	+ 8.82%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>364,570.33</u>	<u>+ 2.17%</u>
Revised Total	<u>\$19,249,553.18</u>	+ 14.60%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.43% over the original budget for an **Authorized to Date Amount** of \$18,884,982.85.

Approval of this extra will place the authorized status of the contract 14.60% or \$2,451,593.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-71	25	\$557,070.00	06/06/06
2006-155	35 r. 3	\$154,952.08	11/07/06
2007-28	36, 38	\$29,958.60	03/06/07
2007-49	42	\$57,750.00	04/03/07
2007-80	45	\$12,000.00	06/05/07
2007-113	44 r. 1, 46, 48	\$77,131.99	08/07/07
2007-135	47 r. 5	\$189,170.55	09/18/07

Contract Modification Number(s): 49 r. 1, 51, 53 r. 2, 55 r. 1, 56 r. 1

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

CM 49	
Idle Equipment Armond Cassil	<u>\$11,882.49</u>
Total	<u>\$11,882.49</u>
CM 51	
Impact Attenuator Anchors	<u>\$420.71</u>
Total	<u>\$420.71</u>

CM 53	
Increased Trucking Costs for Work – 2007	<u>\$40,052.95</u>
Total	<u>\$40,052.95</u>
CM 55	
Excavation Support System Retrofit	<u>\$225,000.00</u>
Total	<u>\$225,000.00</u>
CM 56	
Temporary to Permanent Sheet Piling	<u>\$87,214.18</u>
Total	<u>\$87,214.18</u>
Grand Total	<u>\$364,570.33</u>

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

CM 49

The planned track outages for the track shift on November 12, 2006, were cancelled by the Canadian Pacific Railway due to a train derailment out of state on November 11, 2006. The subcontractor working on the phase II track shift had equipment on site that could not be used at other locations on site, and could not be removed and brought back to meet the new November 26, 2006, track shift date. Due to this delay, the engineer determined that the contractor is entitled to idle equipment cost for the specialized equipment. This item was originally set up on contract modification 48; however, parts of the cost were missed and this now represents the amount needed to date. The extra cost for Idle Equipment Armond Cassil was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was calculated per Section 109.03.C.2 of the 2003 MDOT Standard Specifications for Construction.

CM 51

The contractor ordered the attenuator for the project, but due to numerous delays on the project the attenuator was installed much later than the originally anticipated date. As a result, the epoxy adhesive for the anchors that were supplied with the attenuator expired. The engineer directed the contractor to replace the epoxy. The extra cost for Impact Attenuator Anchors was negotiated in accordance with section 103.04 of the 2003 Standard Specifications for Construction. It is based on the documented invoice cost from the subcontractor.

CM 53

This project was scheduled to be completed by March 10, 2006. The project includes the construction of a new railroad bridge (X02) over the new service drive/exit ramp from eastbound I-96. This new bridge was to be completed in two stages to allow the continued movement of rail traffic at all times. The first stage of the X02 bridge has been completed, but delays caused by utility interference, a conflict between the middle girder of the first stage of X02 and the earth retention system, the alignment of the temporary tracks, and other issues delayed the shipment of stage two steel bridge girders for many months. The project office is reviewing the information to determine if the additional costs can be recovered from the designer or other entity.

Due to the delay in completing the project, the contractor indicated the trucking cost increased from 2006 to 2007. The contractor submitted documentation on the additional cost, which the engineer reviewed and agreed that the contractor was entitled to an adjustment. The extra cost for Increased Trucking Costs for Work-2007 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when considering the time, materials and equipment needed to complete the work.

CM 55

Prior to erecting the beams for Phase 1 of X02 construction, a conflict between the location of proposed girder #17 and the top whaler of the excavation support system was discovered. The top whaler on the south sheeting line of the excavation support system near Abutment A of X02 is in direct conflict with the bottom flange of girder #17. Survey data taken in the field verified this conflict between the top whaler and bottom flange of girder #17, and indicated the south sheeting line has been installed per plan. A retrofit for the top whaler of the south sheeting line has been designed and is in the process of approval. This item was originally set up on contract modification 31 as a budgeted amount of \$75,000. It is now being increased to represent the budget amount that may be needed to compensate the contractor for the change. This conflict is being reviewed by the project office to determine if cost recovery can be pursued from another entity, the project office has met with the design consultant and the consultant is aware of the possible charges. The extra cost for Excavation Support System Retrofit is a budget amount; final payment will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 56

Due to the close proximity to the railroad tracks, the engineer determined that some of the temporary steel sheet piling should not be removed due to the possibility of settlement. The engineer directed the contractor to leave the sheet piling in place. The cost obtained from the contractor includes any credit for that would cover the removal and hauling away of the temporary sheet piling. The extra cost for Temporary to Permanent Sheet Piling was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within 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 September 25, 2008, meeting, and are now recommended for approval by the State Administrative Board on October 7, 2008.

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

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

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%, 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 was 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.

122. **Extra 2008 - 147**

Control Section/Job Number: 82131-60442 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: Cadillac Asphalt, LLC.
 2575 S. Haggerty Road, Suite 100
 Canton, MI 48188
 Designed By: MDOT
 Engineer's Estimate: \$6,801,790.73

Description of Project:

3.932 mi of cold milling and hot mix asphalt resurfacing, intermittent reconstruction of parking lanes, curb and gutter, sidewalk replacement, joint repair, pavement markings, and traffic signal modifications on M-1 (Woodward Avenue) from Winchester Street to Tuxedo Avenue, in the cities of Detroit and Highland Park, Wayne County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	February 10, 2005	
Original Contract Amount:	\$7,315,879.38	
Total of Overruns/Changes (Approved to Date):	146,633.01	+ 2.00%
Total of Extras/Adjustments (Approved to Date):	716,809.72	+ 9.80%
Total of Negative Adjustments (Approved to Date):	(339,200.00)	- 4.64%
THIS REQUEST	<u>125,835.35</u>	+ 1.72%
Revised Total	<u>\$7,965,957.46</u>	+ 8.88%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.16% over the original budget for an **Authorized to Date Amount** of \$7,840,122.11.

Approval of this extra will place the authorized status of the contract 8.88% or \$650,078.08 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-174	27, 28, 29 r. 2, 30	\$299,191.46	11/20/07
2008-056	39 r. 1	\$23,024.81	04/01/08

Contract Modification Number(s): 41, 43, 44, 45 r. 1

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

CM 41		
Strain Pole Fdn, Cased	5.000 Ft @ \$354.90/Ft	\$1,774.50
Strain Pole Fdn, Uncased	3.500 Ft @ \$196.35/Ft	687.23
Glendale Strain Pole Fnd Delay		3,279.91
Pre-cast Hand Hole at Sears		1,260.00
Sears Service Disconnect, Tri-Plex Trans		1,365.00
Service to Signal at Glendale		892.50
Hh, Adj Electrical	11.000 Ea @ \$231.81/Ea	<u>2,549.91</u>
Total		<u>\$11,809.05</u>
CM 43		
Curb and Gutter, Conc, Det F6	75.920 Ft @ \$13.65/Ft	\$1,036.31
Sidewalk Ramp, ADA WO #7	3,437.09 Sft @ \$6.30/Sft	<u>21,653.67</u>
Total		<u>\$22,689.98</u>
CM 44		
Brick Paver Repairs		\$3,933.81
Reconstruct Gate Well at Manchester		2,205.00
Traffic Control, Rosa Parks Funeral		<u>18,560.34</u>
Total		<u>\$24,699.15</u>
CM 45		
Gate Box, Temporary Lowering	95.000 Ea @ \$296.64/Ea	\$28,180.80
Patch, Large	241.000 Ea @ \$159.57/Ea	<u>38,456.37</u>
Total		<u>\$66,637.17</u>
Grand Total		<u>\$125,835.35</u>

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

CM 41

At four intersections on Woodward Avenue the plans indicated that the new traffic signals were to be supported by DTE poles. It was later determined that the DTE poles were deflecting excessively due to loads imposed by the signals. The engineer directed the contractor to install new steel strain poles and transfer the equipment to them. The items to do this work were originally set up on contract modification 28 and now represent the amount needed to date. The extra costs for Strain Pole Fdn, Cased and Strain Pole Fdn Uncased were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The contractor was unavoidably delayed from installing the strain pole foundation at Glendale Street due to utilities not being shown properly on the plans or properly marked in the field. This item will cover the delays the contractor encountered in trying to install the foundation. The extra costs for Glendale Strain Pole Fnd Delay were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work.

As part of the four traffic signals mentioned above, the engineer determined the following:

- A hand hole was needed for the signal at the intersection of Sears Street and Woodward Avenue. The engineer directed the contractor to install the hand hole. The extra costs for Pre-cast Hand hole at Sears were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work.
- A disconnect and other wiring was needed for the signal at the intersection of Sears Street and Woodward Avenue. The engineer directed the contractor to complete the work. The extra costs for Sears Service Disconnect, Tri-Plex Trans were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work.
- A new service was needed for the signal at the intersection of Glendale Street and Woodward Avenue. The engineer directed the contractor to complete the work. The extra costs for Service to Signal at Glendale were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work.

To meet the current standards for Americans with Disabilities Act (ADA) the engineer directed the contractor to adjust 11 of the electrical hand holes. The extra costs for Service to Signal at Glendale were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work.

CM 43

Prior to the acceptance of the project, MDOT's standards for ADA sidewalk ramps changed. Due to this change, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps within the project limits. It was also determined that curb drops needed to be installed so lawn maintenance equipment could reach the lawn areas. These items were previously set up on contract modifications 27 and 29 and now represent the amount needed to date. The extra costs for Curb and Gutter, Conc, Det F6 and Sidewalk Ramp, ADA WO #7 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 44

Some of the historic brick pavers on the project were in need of repair. The engineer directed the contractor to repair them. The extra cost for Brick Paver Repairs was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work.

A gate well at Woodward Avenue and Manchester Street failed after the area had already been paved. The engineer directed the contractor to reconstruct the gate well. The extra cost for Reconstruct Gate Well at Manchester was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work.

Due to the funeral for Rosa Parks, the engineer directed the contractor to remove all traffic control devices and make provisions for pedestrian traffic. The cemetery that Rose Parks was buried in was located within the project limits on Woodward Avenue. The extra cost for Traffic Control, Rosa Parks Funeral was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work and open up the roadway.

CM 45

The plans did not include a pay item to temporarily lower the gate boxes. The engineer directed the contractor to temporarily lower the gate boxes. The extra cost for Gate Box, Temporary Lowering was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work.

Some of the drainage structures that were set up to be adjusted had significantly larger than normal patches around them. This was not indicated in the plan or could not be determined while bidding on the project. The engineer directed the contractor to remove the larger patches and replace them with the adjustments. This item is being set up to compensate the contractor for the additional work to remove and replace the additional area. The extra cost for Patch, Large was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, materials and equipment needed to complete the work.

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

This Extra was recommended for approval by the State Transportation Commission at its September 25, 2008, meeting, and is now recommended for approval by the State Administrative Board on October 7, 2008.

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 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: FHWA, 81.64%; State Restricted Trunkline, 17.05%; City of Detroit, 1.31%, 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: 48203.

123. **Extra 2008 - 148**

Control Section/Job Number: 82609-78289 Local Agency Project

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

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

Contractor: Motor City Electric Utilities Co.
9440 Grinnell
Detroit, MI 48213

Designed By: Local Agency Project
Engineer's Estimate: \$553,831.25

Description of Project:

Traffic signal modernization and pavement markings at eight locations, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	December 17, 2004	
Original Contract Amount:	\$535,637.73	
Total of Overruns/Changes (Approved to Date):	(14,598.90)	- 2.73%
Total of Extras/Adjustments (Approved to Date):	46,799.27	+ 8.74%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,832.35</u>	<u>+ 2.58%</u>
Revised Total	<u>\$581,670.45</u>	+ 8.59%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.01% over the original budget for an **Authorized to Date Amount** of \$567,838.10.

Approval of this extra will place the authorized status of the contract 8.59% or \$46,032.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r. 1

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

CM 6

ADA Ramp w/Detectable Tiles Special	171.950 Sft @ \$14.65/Sft	\$2,519.07
Rem, Sidewalk Special	119.250 Syd @ \$14.18/Syd	1,690.97
Sidewalk, 4" Conc Special	1,530.150 Ft @ \$4.72/Ft	7,222.31
Dr Structure Cover, Adj, Case 2	8.000 Ea @ \$300.00/Ea	2,400.00
Total		<u>\$13,832.35</u>

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

CM 6

This project was awarded in December 2004 and prior to the acceptance of the project both MDOT and the City of Detroit's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps.

The contractor was directed to replace the ADA ramps within the project limits. The extra cost for ADA Ramp w/Detectable Tiles Special; Rem, Sidewalk Special and Sidewalk, 4" Conc Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to the amount of time, equipment and materials needed to complete the work.

This item is also related to the above for the ADA ramps. While completing some of the ramps the engineer determined that drainage structures needed to be adjusted so that proper grades on the ramps could be maintained. The engineer directed the contractor to complete these adjustments. The extra cost for Dr Structure Cover, Adj, Case 2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its September 25, 2008, meeting, and is now recommended for approval by the State Administrative Board on October 7, 2008.

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

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

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

Funding Source: FHWA, 80%; City of Detroit, 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: 48202.

124. **Extra 2008 - 149**

Control Section/Job Number: 82609-80637 Local Agency Project

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

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

Contractor: Motor City Electric Utilities Co.
9440 Grinnell
Detroit, MI 48213

Designed By: Wade-Trim, Inc.
Consulting Engineering Associates, Inc.

Engineer's Estimate: \$394,573.75

Description of Project:

Traffic signal modernization, upgrades and pavement markings at nine locations, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 31, 2006	
Original Contract Amount:	\$407,903.22	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	31,199.55	+ 7.65%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>24,636.39</u>	<u>+ 6.04%</u>
Revised Total	<u>\$463,739.16</u>	+ 13.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.65% over the original budget for an **Authorized to Date Amount** of \$439,102.77.

Approval of this extra will place the authorized status of the contract 13.69% or \$55,835.94 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 2, 5

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

CM 4		
Redesign of the Harper Whitter Signal	1.000 LS @ \$8,300.00/LS	<u>\$8,300.00</u>
Total		<u>\$8,300.00</u>

CM 5		
Adjust Structure	3.000 Ea @ \$147.00/Ea	\$441.00
Guy Wire	1.000 LS @ \$2,951.13/LS	2,951.13
Conduit Repair	1.000 LS @ \$11,196.75/LS	11,196.75
Pavement Repair	1.000 LS @ \$1,747.51/LS	1,747.51
Total		<u>\$16,336.39</u>
Grand Total		<u>\$24,636.39</u>

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

CM 4

Due to utility conflicts, the as-proposed signal design could not be completed. The city redesigned the signal to work around the utility conflicts. The engineer directed the contractor to change the signal design. Force account records were used to determine a negotiated price. This extra is to cover the additional cost for the new design. The extra cost for Redesign of the Harper Whittier Signal is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 5

The engineer determined that three structures needed to have the covers adjusted to match the existing grade. The extra cost for Adjust Structure was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index.

At several locations the engineer determined that the existing poles would need guy wires to help support the signals. The engineer directed the contractor to install the guys and associated items. Force account records were used to determine a negotiated price. The extra cost for Guy Wire is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

An existing conduit was found to be damaged by a steam line. The engineer directed the contractor to repair the damaged conduit and encase it in concrete to prevent future damage. Force account records were used to determine a negotiated price. The extra cost for Conduit Repair and Pavement Repair is based on force account records per Section 109.07 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 September 25, 2008 meeting, and are now recommended for approval by the State Administrative Board on October 7, 2008.

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, 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: 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: 48126.

OVERRUN

125. **Overrun 2008 - 34**

Control Section/Job Number: 29015-87704 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Eastlund Concrete Construction, Inc.
3929 East Holt Road
Holt, MI 48842

Designed By: Rowe Inc.
Engineer's Estimate: \$263,769.00

Description of Project:

0.10 miles of concrete sidewalks, parking lot reconstruction, and streetscape amenities on Center Street from Pine Street to South Main Street in the city of Ithaca, Gratiot County.

Administrative Board Approval Date:	June 16, 2007	
Contract Date:	June 21, 2007	
Original Contract Amount:	\$264,178.05	
Total of Overruns/Changes (Approved to Date):	26,417.81	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	21,098.57	+ 7.99%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>7,930.00</u>	+ <u>3.00%</u>
Revised Total	<u>\$319,624.43</u>	+ 20.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.99% over the original budget for an **Authorized to Date Amount** of \$311,694.43.

Approval of this overrun will place the authorized status of the contract 20.99% or \$55,446.38 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	122.000 Ton @ \$65.00/Ton	<u>\$7,930.00</u>
Total		<u>\$7,930.00</u>

Reason(s) for Overrun(s):

The project included replacing some of the curb and gutter in areas that did not have proper drainage. Once the curb and gutter was installed the engineer determined that the grade change was enough that the road should be milled and paved to allow for proper drainage and directed the contractor to mill and pave these additional areas. This caused an overrun in the original bid items HMA, 13A. This increase is set up in a category that is 100 percent funded by the City of Ithaca

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on October 7, 2008.

Criticality: This original item 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: Federal Highway Administration, 50.31%; City of Ithaca, 49.69%, 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: 48847.

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
September 26, 2008

Kirk T. Steudle
Director

Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of October 1, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting held October 1, 2008, be approved and adopted with Items 27 and 38 of the regular Transportation agenda withdrawn by the Department of Transportation at the State Administrative Board meeting on October 7, 2008. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. MacDowell moved to adjourn the meeting. The motion was supported by Mr. Herzig and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON