

Lansing, Michigan

October 21, 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 21, 2008, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Duane Berger, Director, Department Administration Services, 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
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Ron Farnum, Department of Attorney General; James Burris, Elise Lancaster, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation; Joe Fielek, Tom Saxton, Department of Treasury; John Walter, Michigan Strategic Fund; James Bliss, Dickinson Wright, PLLC; Wayne Workman, R. W. Baird; Joseph Judge, J. L. Judge

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:

Ms. MacDowell moved that the minutes of the regular meeting of October 7, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

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

NONE

4. COMMUNICATIONS:

2008 Fourth Quarter Report from John D. Walter, Chief Compliance Officer, of the Michigan Strategic Fund

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

DEPARTMENT OF ATTORNEY GENERAL, State Operations, 10/21/2008

DEPARTMENT OF COMMUNITY HEALTH,

Division of Immunization, 10/21/2008

Medical Services Administration, Program Review Division, 10/21/2008

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

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

October 21, 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 **Building** Committee was held at **11:00 a.m.**
on **October 14, 2008**. Those present being:

Chairperson:	<u>Mary G. MacDowell, representing</u> State Treasurer Kleine	Approved	_____
Member:	<u>John Wernet, representing</u> Lt. Governor Cherry	Approved	_____
Member:	<u>Kelly Keenan, representing</u> Governor Granholm	Approved	_____

Others: Alan Lambert, Iris Lopez, Department of Attorney General; Sherry Bond, James Burris, Pat Mullen, Janet Rouse, Department of Management and Budget; Joe Fielek, Janet Hunter-Moore, Department of Treasury; James Bliss, Dickinson Wright; Jim Jenkins, Jenkins Construction; Kent Jackson, Jenkins Construction/WMS; Ronald Mazetto, LDR Construction; Maurice Woods, Woods Management Services

The Building Committee regular agenda was presented.

Mr. Jenkins, Mr. Woods, and Mr. Jackson spoke on behalf of Jenkins/WMS, regarding their need to find out from the Department of Management and Budget why their company did not receive the Qualified Disabled Veterans preference for their bid on Item 2 on the agenda.

Mr. Mazetto spoke on behalf of LDR Construction saying his company does qualify for the Qualified Disabled Veterans preference.

Following discussion, Mr. Keenan moved that the agenda be recommended to the State Administrative Board for approval with Item 2 contingent upon DMB explaining to Jenkins/WMS why they didn't receive the Qualified Disabled Veterans preference for their bid. Supported by Mr. Wernet, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

At the State Administrative Board meeting on October 21, 2008, Item 2 was withdrawn by the Department of Management and Budget.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

October 14, 2008 / October 21, 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 Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – Michigan State Police Training Academy – Replace Waste and Storm Sewer Piping
File No. 071/07338.RMP - Index No. 44202
Low Responsive Bidder: Engineered Construction LP, Taylor; (Qualified Disabled Veteran) \$448,573.69

Purpose/Business Case

The purpose of this contract is to replace the existing waste and storm sewer piping in the cafeteria lower level including minor demolition; floor saw cutting, floor and wall patching, floor replacement, toilet room renovations, related site work and replacement of the swimming pool drain line.

Benefit

The State will benefit by stopping the backup of sewer lines.

Funding Source

100% Agency Operating Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in sewer lines that are backing up frequently, posing a health and safety risk.

Zip Code

48821

2. DEPARTMENT OF TRANSPORTATION, DETROIT – Raymond and Rosa L. Parks Detroit Integrated Transportation Campus – Building Construction
File No. 591/04003.JAN - Index No. 27000
Low Responsive Bidder: LDR Construction, LLC, Troy; (Qualified Disabled Veteran) \$8,689,000.00

Purpose/Business Case

The purpose of this contract is to provide construction of a new 48,600 square foot, two story office building.

Benefit

The State will benefit by saving lease fees by relocating the Detroit Transportation Service Center and the Michigan Intelligent Transportation System Center from leased spaces into one state owned building.

Funding Source

100% Restricted Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in the state offices remaining in separate leased buildings.

Zip Code

48226

REVISIONS TO CONSTRUCTION CONTRACTS

- 3. DEPARTMENT OF ENVIRONMENTAL QUALITY, FORT GRATIOT – Fort Gratiot Sanitary Landfill – Operation and Maintenance
File No. 761/05144.RRD - Index No. 46921
Technical Service Professionals, LLC, Livonia; CCO No. 2, Incr. \$126,000.00

Purpose/Business Case

The purpose of this change order is to provide increased operation and maintenance of the landfill leachate system cover, unexpected maintenance of the methane venting system and additional equipment. Increased maintenance of these landfill systems is required to ensure proper operation of the landfill.

Benefit

The State will benefit by protecting public health and the environment by preventing the failure of the landfill and the potential release of contamination to the environment.

Funding Source

100% Clean Michigan Initiative (CMI)

Commitment

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

Risk Assessment

Failure to approve this change order could result in the potential release of contamination from the landfill with increased risk to public health and the environment.

Zip Code

48059

4. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – MDOT
Warehouse – Upgrades
File No. 071/06097.JAN – Index No. 53224
Moore Trosper Construction Company, Holt; CCO No. 5, Incr. \$15,777.40

Purpose/Business Case

The purpose of this change order is to provide modifications to the mechanical and electrical systems throughout the building as required by current building codes. These changes are the result of field conditions discovered during construction.

Benefit

The State will benefit by increasing energy efficiency, reducing maintenance costs and bringing the building into compliance with the current building codes.

Funding Source

100% State Building Authority Funds

Commitment

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

Risk Assessment

Failure to approve this change order will result in a less efficient building and non compliance with current building codes. In addition, the health, safety and environment of the occupants will be compromised.

Zip Code

48909

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

5. DEPARTMENT OF HUMAN SERVICES, ST. IGNACE - Addendum #1 to Lease #6406 approved by the State Administrative Board on November 15, 2005, Item #7, between J & D Basel Development, LLC, a Limited Liability Company, 9171 North Long Lake, Traverse City, Michigan 49686, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 4,195 square feet of space located at 199 Ferry Lane, St. Ignace, Michigan 49781. This Addendum provides for reducing the rental rate for the remainder of the term and the first renewal option. The annual per square foot rental rate is \$9.50 (\$3,320.00 per month). The annual per square foot rental rate for the first five-year renewal option is 9.50 (\$3,320.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The department has been legislatively mandated to reduce facility and other costs while still maintaining customer services the public expects. This addendum will allow the

department to realize a costs savings by reducing the rental rate for the remaining term and the first renewal options.

Benefit

This Addendum allows the Department to remain at the current location and avoid relocation costs, while meeting the mandate to reduce costs.

Source of Funds

55% General Fund; 45% Federal Funds

Commitment Level

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

Risk Assessment

Non-approval of this Addendum will hinder the Department from meeting the mandate and realizing a cost savings.

Zip Code

49781

6. DEPARTMENT OF ATTORNEY GENERAL, PETOSKEY - Addendum #2 to Lease #7522 approved by the State Administrative Board on January 16, 2001, Item #8, between Penn Plaza Associates, a Registered Michigan Partnership, 7 Pennsylvania Plaza, Petoskey, Michigan 49970, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Attorney General, as Lessee, for 1,126 square feet of space located at Pennsylvania Plaza, Unit 6, Petoskey, Michigan 49770. This Addendum provides for extending the lease term through July 31, 2009, with an increase in the annual rate; and for adding a one one-year renewal option. The annual per square foot rental rate is \$21.85 (\$2,050.00 per month). The annual per square foot rental rate for the one one-year renewal option is \$21.85 (\$2,050.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Addendum contains an Either Party cancellation clause with 150-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

This Lease Addendum will extend the current Lease for one year to provide time to relocate the Department into the Gaylord area.

Benefit

This lease addendum allows the Department to continue uninterrupted services in an established location. The rental rate is within current market rates for this area.

Source of Funds

100% General Fund

Commitment Level

One year with one one-year option; however, this Addendum contains an Either Party cancellation clause with 150-days notice.

Risk Assessment

Non-approval of this addendum will hinder the Department from continuing to meet their program needs while locating space in Gaylord.

Zip Code

49970

7. DEPARTMENT OF STATE POLICE, LANSING - Addendum #2 to Lease #10559 approved by the State Administrative Board on July 7, 1998, Item #10, between JRT Properties, L.L.C., a Limited Liability Company, c/o Dewitt Fence and Security, 3236 West St. Joseph Street, Lansing Michigan 48917, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for 3,600 square feet of warehouse space located at 3234 West St. Joseph Street, Lansing, Michigan 48917. This Addendum provides for adding five years to the original lease term, updating the Barrier free requirement and the electronic funds transfer language. The annual per square foot rental rate is \$4.87 (\$1,434.00 per month). Effective October 1, 2010, through September 30, 2013, the annual per square foot rental rate for this space increases to \$5.00 per square foot (\$1,500.00 per month. The annual per square foot rental rate for the one five-year renewal option is \$5.27 (\$1,580.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

This warehouse space is utilized by the Department of State Police, Motor Carrier Division to fabricate compartment storage containers for various vehicles and continues to meet their needs. The previous lease did not contain additional renewal options.

Benefit

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

Source of Funds

100% Restricted Funds

Commitment Level

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

Risk Assessment

Non-approval of this Addendum will hinder the Department from continuing to provide uninterrupted service and could possibly bring about increased costs if they are forced to relocate. The Department of Management and Budget, Facilities Administration, Design and Construction Section reviewed this space and determined this operation will not fit into State owned space at the Secondary Complex.

Zip Code

48917

8. DEPARTMENT OF COMMUNITY HEALTH, BIG RAPIDS - Addendum #1 to Lease #10653 approved by the State Administrative Board on January 19, 1999, Item #3, between County of Mecosta, a Municipal Corporation, 400 Elm Street, Big Rapids, MI 49307, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Community Health, as Lessee, for 100 square feet of space located at 14485 Northland Drive, Big Rapids, MI 49307. This Addendum provides for adding one 5-year renewal option; updating technical and adjustment language; and modifies the cancellation clause. The annual per square foot rental rate is \$10.00 (\$83.33 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains an Either Party cancellation clause with 180-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The space is utilized by the Department of Community Health and continues to meet their operational needs. The previous lease did not contain any renewal options.

Benefit

The benefit of this Addendum will be the addition of a renewal period at the current rental rate, removes tax adjustment language, and contains technical language updates and additions. The rental rate is within the current market rate for comparable space.

Source of Funds

100% General

Commitment Level

Five years; however, this Lease contains an Either Party cancellation clause with 180-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could possibly bring about increased costs if they are required to relocate.

Zip Code

49307

ADDENDUM TO SUB-LEASE FOR PRIVATE PROPERTY

9. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - Addendum #1 to Sub-Lease #7305 approved by the State Administrative Board on March 15, 2005, Item #6, between NuUnion Credit Union (formerly known as State Employees Credit Union), a Michigan Corporation, 501 South Capitol Avenue, Lansing, Michigan 48933, as Sub-Lessee, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Sub-Lessor, for 40 square feet of space located at 400 South Pine Street, Lansing, Michigan 48933. This Addendum provides for adding four months to the lease term, and subordination to the master lease with Heart of the City Associates, Inc. The annual per square foot rental rate is \$20.90 (\$69.67 per month). This Addendum becomes effective upon the last State approval and

continues to the termination date of the lease, or any extension. This Sub-Lease contains an Either Party cancellation clause with 30-days notice. The Attorney General has approved this addendum as to legal form.

Purpose/Business Case

To update the name of the Lessee and other terms of the Lease and to extend the Lease to October 31, 2009 to align it with similar agreements for ATM's in State buildings.

Benefit

Brings consistency in the Lease term dates to ATM agreements.

Source of Funds

Lessee

Commitment Level

Two years; however, this Sub-Lease contains an Either Party cancellation clause with 30-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from managing all of its ATM leases uniformly and efficiently.

Zip Code

48933

10. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, SAULT STE. MARIE - Addendum #1 to Sub-Lease #11059 approved by the State Administrative Board on July 17, 2007, Item #14, between Eastern Upper Peninsula Employment and Training Consortium, A Consortium of Counties, 1118 East Easterday Avenue, Sault Ste. Marie, Michigan 49783, as Sub Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Sub Lessee, for 241 square feet of space located at 1118 East Easterday Avenue, Sault Ste. Marie, Michigan 49783. This Addendum provides for eliminating 142 square feet for a revised total of 241 square feet, and adjusting the rental rate and obligations accordingly. The annual per square foot rental rate is \$45.72 (\$918.22 per month). This Sub Lease contains one three-year renewal option with an adjusted rental rate. This Addendum becomes effective upon the last State approval and continues to the termination date of the Sub Lease, or any extension. This Sub Lease contains an Either Party cancellation clause with 90-days notice. The Attorney General has conditionally approved this Addendum as to legal form, and the conditions have been met.

Purpose/Business Case

This Addendum is to eliminate office space the Department no longer needs.

Benefit

By reducing the square footage at this location, the Department will realize a cost savings.

Source of Funds

100% Federal Funds

Commitment Level

Twenty-one months with one three-year renewal option; however, this Sub-Lease contains an Either Party cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from achieving lease savings by reducing the square footage.

Zip Code

49783

RENEWAL OF LEASE FOR PRIVATE PROPERTY

11. DEPARTMENT OF HUMAN SERVICES, NEWBERRY - Renewal of Lease #4481 effective September 1, 2008, through August 31, 2013, with Goldthorpe Enterprises, Inc., a Michigan Corporation, 23972 County Road 98, McMillan, Michigan 49853, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 4,960 square feet of office space located at 500 West McMillan avenue, Suite A, Newberry, Michigan 49868. The annual per square foot rental rate for this space is \$15.10 (\$6,241.33 per month). This rate does not include public utility charges, janitorial service and supplies, trash removal from leased premises, pest control. This Lease supersedes and cancels a Lease approved by the State Administrative Board on October 2, 1990, Item #27, as addended. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The Department has been legislatively mandated to reduce facility related costs while still maintaining the same level of customer service. This Lease will allow the Department to realize a cost savings by reducing the square footage.

Benefit

This Lease allows the Department to remain at the current location and avoid relocation costs, while meeting the mandate to reduce costs and maintain services.

Funding Source

55% General Fund; 45% Federal Funds

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from providing uninterrupted services at an established location, meeting the mandate, and could possibly cause increased costs if forced to relocate.

Zip Code

49868

12. DEPARTMENT OF STATE, CHEBOYGAN - Renewal of Lease #10546 effective November 1, 2008, through October 31, 2018, with TDK Development, a Michigan Co-Partnership, 2929 Cedar Beach Lane, Cheboygan, Michigan 49721, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 1,800 square feet of office space located at 300 Mill Street, Suite 110, Cheboygan, Michigan 49721. The annual per square foot rental rate for this space is \$12.50 (\$1,875.00 per month). Effective November 1, 2013, through October 31, 2018, the annual per square foot rental rate increases 21.60% to \$15.20 (\$2,280.00 per month). This rate does not include heat and air conditioning, electricity utility charges, janitorial services and supplies, trash removal from leased premises. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$26.25 (\$3,937.50 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This is a renewal at an existing location and continues to meet the operational needs of the Department.

Benefit

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

Funding Source

27% General Fund; 73% Restricted Funds

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing uninterrupted service and could possibly bring about increased costs if forced to relocate.

Zip Code

49721

RENEWAL OF STATE AS LESSOR LEASE

13. DEPARTMENT OF CORRECTIONS, MONROE COUNTY - New Lease #10806 effective August 1, 2008, through July 31, 2013, with Monroe County, a Michigan county government, 125 East Second Street, Monroe, Michigan 48161, as Lessee, and the State of Michigan by the Department of Management and Budget for the Department of Corrections as Lessor, for 3,888 square feet of office space located at 230 West Front Street, Monroe, Michigan 48161. The annual per rental rate for this lease is \$1.00. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Lease provides space to a Michigan county government while allowing the Department of Corrections to have the premises fully maintained, insured and secured on its behalf by the county at the county's expense.

Benefit

This Lease allows DOC to forgo all maintenance expenses on the subject premises while preserving its availability for DOC's own use in the future.

Funding Source

Income to the State

Commitment Level

This lease has an initial term of five years and a single renewal term of five years. However, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from defraying the maintenance costs on this facility.

Zip Code

48161

CONTRACT CHANGE ORDER

- 14. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #27 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for electrical work, as requested by the Management & Budget for the Department of Labor and Economic Growth at a cost not-to-exceed \$7,590.00. The space is located at 3044 W. Grand Blvd, Detroit, MI 48202.

Purpose/Business Case

The purpose of this CCO is install five electrical circuits for work stations and a printer and to repair electrical circuits for the workstations to be installed.

Benefit

This CCO allows for functional work stations in preparation to relocate DLEG staff from leased space to collocate with other state agencies at Cadillac Place.

Source of Funds

100% General Funds/General Purpose, billed back from an authorized Department of Labor and Economic Growth fee based funding source.

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from providing functional workstations to accommodate staff being relocated from leased space to the Cadillac Place.

Zip Code

48202

Ms. MacDowell presented the Building Committee Report for the regular meeting of October 14, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held October 14, 2008, be approved and adopted with the withdrawal of Item 2 at the State Administrative Board meeting on October 21, 2008. The motion was supported by Mr. Herzig and unanimously approved.

**COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD**

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

A regular meeting of the **Finance and Claims** Committee was held at **11:00 a.m.** on **October 14, 2008**. Those present being:

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

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Alan Lambert, Department of Attorney General; Sherry Bond, James Burris, Pat Mullen, Janet Rouse, Department of Management and Budget; Joe Fielek, Janet Hunter-Moore, Department of Treasury; James Bliss, Dickinson Wright; Jim Jenkins, Jenkins Construction; Kent Jackson, Jenkins Construction/WMS; Maurice Woods, Woods Management Services; John Wernet, Governor's Legal Staff

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

Following discussion, Ms. Lopez moved that the regular and supplemental agendas be recommended to the State Administrative Board for approval with Item 16(2) of the regular agenda withdrawn and Items 15(1) and 15(2) of the regular agenda contingent upon the protests being resolved by 5 p.m. October 20, 2008. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

2. DEPARTMENT OF HUMAN SERVICES continued

- 2) Guardianship Services
of Saginaw
Saginaw, MI NOT TO EXCEED
\$ 53,760.00 Total
FY09-11 100% Federal
Two-year, eleven-month contract
for legal interventions and
representative payee services
- 3) Lee H. Rome, MD PLLC
Dexter, MI NOT TO EXCEED
\$ 411,840.00 Total
FY09-11 100% GF/GP
Three-year contract for
Psychiatric services at Maxey
Training Center
- 4) Norman E. Alessi
Ann Arbor, MI NOT TO EXCEED
\$ 411,840.00 Total
FY09-11 100% GF/GP
Three-year contract for
Psychiatrist services at Maxey
Training Center
- 5) Good Will Farm.
Association, Inc
Houghton, MI NOT TO EXCEED
\$ 256,584.76 Total
FY09-11 100% Federal
Two-year, eleven-month contract
for community-based programs to
P.A. 150 State Wards
- 6) WISE
Big Rapids, MI \$ 150,000.00 Total
FY09-11 100% Federal
Three-year contract for mentor
services to victims of domestic
violence
- 7) Community Foundation for
Muskegon County
Muskegon, MI NOT TO EXCEED
\$ 51,837.00 Total
FY09-11 100% Federal
Three-year contract for
coordination of Strong Families
Safe Children allocation

2. DEPARTMENT OF HUMAN SERVICES continued

- 8) Child & Family Services
of the Upper Peninsula
Marquette, MI
- NOT TO EXCEED
\$ 101,324.00 Total
FY09-11 100% Federal
Two-year, eleven-month contract
for prevention services to at
risk families in Schoolcraft
County
- 9) Jackson County Health
Department
Jackson, MI
- NOT TO EXCEED
\$ 233,028.00 Total
FY09-10 100% Federal
One-year, eleven-month contract
for teen parent services
- 10) Spectrum Child and
Family Services
Westland, MI
- NOT TO EXCEED
\$ 228,352.00 Total
FY09-11 100% Federal
One-year, eleven-month contract
for teen parent services - Kent
County
- 11) Spectrum Child and
Family Services
Westland, MI
- NOT TO EXCEED
\$ 517,502.30 Total
FY09-11 100% Federal
One-year, ten-month contract
for teen parent services -
Macomb County
- 12) Chass/LaVida
Detroit, MI
- NOT TO EXCEED
\$ 286,325.00 Total
FY09-10 100% Federal
One-year, eleven-month, sixteen
day contract to develop a
sexual assault victim service
program

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

3. DEPARTMENT OF COMMUNITY HEALTH

1) Carol Barrett, Inc. \$ 125,550.00 Amendment
Okemos, MI \$ 270,000.00 New Total
FY09 60% State GF
40% Federal
Additional funding for the continued consultation and support services to the Office of Services to the Aging and the Aging Network on development of statewide evaluation strategy and performance indicators for the State plan

4. DEPARTMENT OF HUMAN SERVICES

1) Kent County Health \$ 69,000.00 Amendment
Department \$ 234,600.00 New Total
Grand Rapids, MI **FY08** 100% Federal
Additional funds and a one-month extension due to increase in refugees seeking assessments

2) Norman Alessi, MD \$ 24,900.00 Amendment
Ann Arbor, MI \$ 437,850.00 New Total
FY08 100% General Funds
Additional funds and a one-month extension due to amount and type of services needed by Maxey youth

3) Good Will Farm Association, \$ 4,808.00 Amendment
Inc. \$ 154,808.00 New Total
Houghton, MI **FY09** 100% Federal
Additional funds and a 5-week extension of the contract for services to families with juvenile delinquent at high risk of out of home placement

5. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	IBM Corporation Lansing, MI	\$ 300,000.00 Amendment \$ 1,445,318.00 New Total FY09 100% Revolving Funds Additional funds for Architectural Services for the Michigan Business Portal (MBSii) to include integration within Michigan.gov
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SECTION III - AGENCY SUBMITTED - NEW GRANTS

6. DEPARTMENT OF AGRICULTURE

1)	Holstein Association USA, Incorporated Brattleboro, VT	\$ 150,000.00 Total FY09 100% Restricted Funds Funding for services to utilize the National Farm Animal Identification and Records Program (FAIR)
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7. DEPARTMENT OF COMMUNITY HEALTH

1)	Michigan Disability Rights Coalition East Lansing, MI	\$ 679,162.00 Total FY09 100% Federal One-year grant agreement to provide funding for the support necessary for the inclusion of consumers and family members in various grant activities
2)	Mary Free Bed Hospital Grand Rapids, MI	\$ 117,860.00 Total FY09 100% State GF One-year grant agreement to provide funding for comprehensive services for children with special health care needs

7. DEPARTMENT OF COMMUNITY HEALTH continued

- 3) The Arc Michigan
Lansing, MI \$ 27,500.00 Total
FY09 100% Federal
One-year grant agreement to provide funding for the development of technical materials necessary to support the implementation of self-determination models for mental health and long term care services
- 4) Cherry Street Health Services
Grand Rapids, MI \$ 28,221.00 Total
FY09 100% Federal
One-year grant agreement to provide funding for the community health center to assure children are properly immunized
- 5) Disability Network/Michigan
Haslett, MI \$ 89,467.00 Total
FY09 50% State GF
50% Federal
One-year grant agreement to provide funding for Michigan's Aging and Disability Resource Center initiative
- 6) Eastern Michigan University
Alzheimer Program
Ypsilanti, MI \$ 125,573.00 Total
FY09 69% State Restricted
31% Local
One-year grant agreement to provide funding for customized training programs and materials for mental health and other professions that provide services to people with dementia

7. DEPARTMENT OF COMMUNITY HEALTH continued

- 7) Gerontology Network of West Michigan
Grand Rapids, MI \$ 63,815.00 Total
FY09 33% State Restricted
56% Federal 11% Local
One-year grant agreement to provide funding for educational programs on Alzheimer's disease and related conditions to families and paid caregivers
- 8) Child Care Coordinating Council of Detroit
Detroit, MI \$ 73,136.00 Total
FY09 100% Federal
One-year grant agreement to provide funding for the consultation, technical assistance and training for all child care staff that request the services
- 9) Lutheran Social Services of Michigan
Detroit, MI \$ 64,710.00 Total
FY09 50% Federal
50% State GF
One-year grant agreement to provide funding for proactive review and planning with Community Mental Health Services Program case management staff and other staff to identify resources and access to services to facilitate homecare for children with intense special medical/health needs
- 10) Lansing Community College
Lansing, MI \$ 241,612.00 Total
FY09 54% State Restricted
17% Federal 29% Local
One-year grant agreement to provide funding for conferences and informational materials for professionals who work with older adults in the mental health services network

7. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|-----|--|---|
| 11) | Oakland Livingston Human
Services Agency
Pontiac, MI | \$ 50,000.00 Total
FY09 100% Federal
One-year grant agreement to
provide funding for nutritional
information to clients and
assurance that all clients are
offered WIC services |
| 12) | Quality Community Care
Council
Lansing, MI | \$ 1,022,005.00 Total
FY09 50% Federal Funds
50% State GF
One-year grant agreement to
provide funding for statewide
expansion of the Home Help
Registry, back ground checks
and follow up on unemployment
claims |
| 13) | Michigan Protection and
Advocacy Service
Lansing, MI | \$ 777,400.00 Total
FY09 100% State GF
One-year grant agreement to
provide funding for legal
services to persons with
developmental disabilities |
| 14) | Michigan Primary Care Assoc.
Lansing, MI | \$ 118,604.00 Total
FY09 100% Federal
One-year grant agreement to
provide funding to assist
clinics serving special
populations, including
community health centers,
migrant health centers and
federally qualified health
centers to increase the number
of children 0-36 months of age
seen in these agencies who are
completely immunized |

7. DEPARTMENT OF COMMUNITY HEALTH continued

- 20) Huntington's Disease Society of America
Midland, MI \$ 50,000.00 Total
FY09 100% State Restricted
One-year grant agreement to provide funding for improving the quality of life for persons and families afflicted with Huntington's Disease
- 21) Alzheimer's Disease and Related Disorders
Southfield, MI \$ 211,480.00 Total
FY09 45% State Restricted
55% Local
One-year grant agreement to provide funding for Alzheimer's in-home respite to individuals and families in Macomb County
- 22) Covington and Burling, LLP
Washington, D.C. \$ 300,000.00 Total
FY09 50% State GF
50% Federal
Three-year grant agreement to provide funding for special advisory services, assisting the State of Michigan in federal Medicaid regulations and other related issues

8. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Muskegon Heights Downtown Development Authority
Muskegon, MI \$ 80,000.00 Total
FY09-10 100% State
Restricted Cleanup and Redevelopment Fund, Two-year Site Assessment Fund Grant to conduct environmental response and remediation activities that protect the public health, the environment, and assist in redevelopment of brownfields

8. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

2) Various \$ 2,920,987.00 Total
(Listing on file) **FY09** 20% Federal Funds
80% Restricted Funds
Annual grant to Local Health
Departments for a variety of
programs: Non-community
Drinking Water, Long Term
Drinking Water Monitoring,
Great Lakes Beach Monitoring,
Swimming Polls, Septage, and
Campgrounds

9. DEPARTMENT OF HUMAN SERVICES

1) Michigan State University \$ 27,193,440.00 Total
Extension **FY09** 100% Federal Funds
East Lansing, MI One-year grant to administer
nutrition education program
services

2) Various \$ 8,500,000.00 Total
(Listing on file) **FY09** 100% Federal Funds
One-year grant for
weatherization services

10. DEPARTMENT OF LABOR & ECONOMIC GROWTH

1) Statewide Workforce \$ 9,000,000.00 Total
Development Boards **FY09** 100% State GF/GP
(Listing on file) Formula funding to be allocated
to the statewide workforce
development boards to provide
training activities for any
eligible No Worker Left Behind
(NWLB) program participant

10. DEPARTMENT OF LABOR & ECONOMIC GROWTH continued

- 2) William L. Raymond for \$ 85,000.00 Total
Ottawa County Michigan **FY09** 100% Federal Funds
Works Community Action (WIA) Grantee will receive
Agency special project grant funds to
Holland, MI provide retraining, job place-
ment and other services to
dislocated workers affected by
plant closures/mass layoffs in
the area served by the Grantee
- 3) left blank intentionally

- 4) left blank intentionally

11. DEPARTMENT OF NATURAL RESOURCES

- 1) Land Water Conservation Fund \$ 865,787.00 Total
(Listing on File) **FY09-10** 100% Federal Funds
Funding for the development of
public recreational land and
facilities

- 2) Off-road Vehicle Safety \$ 98,360.00 Total
(Listing on File) **FY09** 100% State Restricted
Funding to instruct ORV safety
to youth

- 3) Off-road Vehicle Enforcement \$ 96,400.00 Total
(Listing on File) **FY09** 100% State Restricted
Funding to county sheriff
departments for law enforcement
on State designated trails

- 4) Snowmobile Enforcement \$ 206,786.00 Total
(Listing on File) **FY09** 100% State Restricted
Funding to police agencies for
law enforcement on State
designated trails

12. DEPARTMENT OF STATE POLICE

- 1) Various \$ 997,940.50 Total
(Listing on file) **FY09** 100% Federal Funds
One-year grant providing local
and county agencies with
funding for purchase of
software, hardware and
infrastructure support to
collect and submit crash forms
electronically

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

13. DEPARTMENT OF COMMUNITY HEALTH

- 1) Southeastern Michigan Health Association
Detroit, MI \$ 282,789.00 Amendment
\$ 15,508,071.00 New Total
FY09 72% Federal
12% State GF
16% State Restricted
Additional funding for various Michigan Department of Community Health projects that are designed to meet the needs of the Department and citizens of Michigan

- 2) Neighborhood Service Organization
Detroit, MI \$ 50,000.00 Amendment
\$ 1,551,036.00 New Total
FY09 23.5% Federal
10.4% State GF
66.1% State Restricted
Additional funding for various Michigan Department of Community Health projects that are designed to meet the needs of the Department and citizens of Michigan

- 3) Wayne State University
Detroit, MI \$ 187,784.00 Amendment
\$ 2,551,760.00 New Total
FY09 68.67% Federal
25.20% State GF
6.13% Fees/Other State Funds
Additional funding for various Michigan Department of Community Health projects that are designed to meet the needs of the Department and citizens of Michigan

14. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|--|---|
| 1) | Child & Family Services of
Upper Peninsula
Marquette, MI | \$ 42,103.74 Amendment
\$ 509,714.74 New Total
FY09 100% Federal Funds
Additional funds for a three-
month extension of the contract
for intensive in-home services
for at-risk families |
| 2) | Various
(Listing on file) | \$ 0.00 Amendment
\$ 3,809,435.00 New Total
100% General Funds
Various Length extensions to
the grants to provide
mentoring, employment training,
and your programming |

SECTION V - DMB SUBMITTED - NEW CONTRACTS

15. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|--|--|
| 1) | Clifton Gunderson, LLP
Indianapolis, IN | \$ 1,180,565.00 (3 years)
FY09-11 50% General Funds
50% Federal Funds
071I8200276 Medicaid and SCHIP
Eligibility Verification
Services |
| 2) | Medversant Technologies
Los Angeles, CA | \$ 964,000.00 (3 years)
FY09-11 100% Federal Funds
071I8200232 One Source Medical
Provider Credentialing |

16. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | | |
|----|--------------------------------------|--|
| 1) | DLL Public Finance
Scottsdale, AZ | NOT TO EXCEED
\$ 2,405,350.20 (5 years)
FY09-13 100% Restricted Funds
Finance for Lease/Purchase for
FileNet Software |
|----|--------------------------------------|--|

16. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 2) System Technology Group \$ 14,027,520.00 (3 years)
Troy, MI **FY09-11** 100% Restricted Funds
Withdrawn 071I8200102 Various Software
Developers for the Department
of Transportation

Various RE:START Vendors

**Short-term Staff Augmentation
Information Technology for
various departments**

- 3) Data-Core NOT TO EXCEED
(Janaki Karchalla) \$ 156,000.00 (1 year)
Clinton Township, MI **FY09** 100% General Funds
071I8200365 For a Senior
Programmer/Analyst to assist
the Department of Corrections
with temporary programming
services for completing
modification to the DOC
Offender Management Network
Information system, a Client
Services application developed
using the PowerBuilder
development tool
- 4) E-Com, Inc. NOT TO EXCEED
(Vallapareddy Mahi) \$ 172,640.00 (1 year)
Garden City, MI **FY09** 100% General Funds
071I8200365 For a Senior
Programmer/Analyst to assist
the Department of Corrections
with temporary programming
services for completing
modification to the DOC
Offender Management Network
Information system, a Client
Services application developed
using the PowerBuilder
development tool

16. DEPARTMENT OF INFORMATION TECHNOLOGY continued

5) left intentionally blank

- 6) Questa Technologies
(Srikanth Komanduri)
Pennsauken, NJ
- NOT TO EXCEED
\$ 176,800.00 (1 year)
FY09 100% General Funds
071I8200365 For a Senior
Programmer/Analyst to assist
the Department of Corrections
with temporary programming
services for completing
modification to the DOC
Offender Management Network
Information system, a Client
Services application developed
using the PowerBuilder
development tool
- 7) Unified Business
Troy, MI
- \$ 176,800.00 (1 year)
FY09 100% Federal Funds
071I8200370 For a Senior
Programmer/Analyst to act as a
.Net Developer for the
Department of Education

17. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Gordon Food Service, Inc.
Grand Rapids, MI
- \$ 12,724,683.77 (2 yrs 11 mos)
FY09-11 100% Various Funds
071B9200017 Prime Vendor Food
& Supplies (HPS#51 Food
Purchasing Program)- Statewide

17. DEPARTMENT OF MANAGEMENT AND BUDGET continued

2) Various \$ 12,000,000.00 (6 years)
(Listing on file) **FY09-15** 100% Restricted Funds
071I8200128 Hazardous Waste
Removal Services for the
Department of Environmental
Quality

18. DEPARTMENT OF NATURAL RESOURCES

1) Freeway Auto and RV LLC \$ 55,200.00 (one-Time)
Midland, MI **FY09** 100% General Fund
071I8200351 Four, Eighteen-
foot, Heated Trailers

19. DEPARTMENT OF STATE POLICE

1) Loadometer Corporation \$ 224,145.00 (3 years)
Baltimore, MD **FY09-11** 30% Federal funds
70% Restricted Funds
071I8200240 Portable Weigh
Scales for the Traffic Safety
Division

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

20. DEPARTMENT OF HUMAN SERVICES

1) Creative Touch Cleaning \$ 34,517.90 Amendment
Oak Park, MI \$ 524,474.06 New Total
FY09 37% GF 63% Federal
071B3001107 Additional funding
and a five-month option to the
contract for janitorial
Services, Wayne County South
Central

2) Hi-Tec Building Services \$ 15,563.24 Amendment
Jenison, MI \$ 58,838.24 New Total
FY09 37% GF 63% Federal Funds
071B5200316 Additional funding
and a thirteen-month option to
the contract for janitorial
services, Alger County

21. DEPARTMENT OF INFORMATION TECHNOLOGY

1) left blank intentionally

2) left blank intentionally

22. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | | |
|----|--|--|
| 1) | Blue Cross Blue Shield
of Michigan
Detroit, MI | \$ 90,800,000.00 Amendment
\$345,288,911.36 New Total
FY09-10 100% Restricted
071B9000119 Additional funding
and a one-year extension of the
contract for Administration of
the Master Health Care Plan for
MPSERS |
| 2) | Health Alliance Plan
Detroit, MI | \$ 11,359,994.77 Amendment
\$ 34,934,595.27 New Total
FY09-10 100% Restricted Funds
071B1001382 Additional funding
and a one-year extension of the
contract for Claims Payment/HMO
Health Coverage for the
Southeast Region for MPSERS |
| 3) | Priority Health
Grand Rapids, MI | \$ 32,436,925.41 Amendment
\$ 84,957,425.41 New Total
FY09-10 100% Restricted Funds
071B1001383 Additional funding
and a one-year extension of the
contract for Claims Payment/HMO
Health Coverage for the North
and West Regions for MPSERS |

23. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

- | | |
|--|--|
| 1) Alutiiq International
Solutions, LLC
Chesapeake, VA | \$ 155,451.80 Amendment
\$ 8,015,347.70 New Total
FY09 100% Federal Funds
071B7200219 Additional funding
for Armed Security Guard
Services |
|--|--|

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

24. DEPARTMENT OF CORRECTIONS

Employee claims

- 1) Aaron Alexander \$ 55.00

The claimant (08-SAB-133) requests \$55.00 reimbursement for his watch broken when breaking up a fight between inmates. The Department recommends approval of this claim.

- 2) David Anderson \$185.00

The claimant (08-SAB-127) requests \$185 reimbursement for his eyeglasses broken while breaking up a fight between inmates. The Department recommends approval of this claim.

- 3) Yvonne Thomas \$929.23

The claimant (08-SAB-136) requests \$929.23 reimbursement for damage to her vehicle while driving her vehicle on state business. The Department recommends approval of this claim.

Inmate Claims

- 4) George Bailard #322408 \$ 44.82

The claimant (08-SAB/DOC-342) requests \$44.82 reimbursement for his razor ordered and never received. The Department recommends approval of \$44.40 for this claim.

24. DEPARTMENT OF CORRECTIONS

5) David LaLone #181113 \$160.06

The claimant (08-SAB/DOC-368) requests \$160.06 reimbursement for his TV damaged by staff. The Department recommends approval of this claim.

6) Andy Nguyen #619038 \$ 6.29

The claimant (08-SAB/DOC-355) requests \$6.29 reimbursement for 2 T-shirts missing from his personnel laundry. The Department recommends approval of \$7.11 for this claim.

7) Johnny Quinn #136401 \$ 19.50

The claimant (08-SAB/DOC-349) requests \$19.50 reimbursement for his radio/tape player he ordered and never received. The Department recommends approval of this claim.

8) Alan Savidge #505025 \$ 34.98

The claimant (08-SAB/DOC-364) requests \$34.98 reimbursement for his radio accidentally thrown out by staff. The Department recommends approval of this claim.

9) Gerald Smith #189073 \$ 23.14

The claimant (08-SAB/DOC-378) requests \$23.14 reimbursement for his gym shoes and doo rag lost while under control of the Department. The Department recommends approval of \$26.70 for this claim.

25. DEPARTMENT OF MANAGEMENT OF BUDGET

1) Nicole Odom \$334.14

The claimant (08-SAB-123) requests \$334.14 reimbursement for her catalytic converter stolen off her vehicle while at work. The Department recommends denial of this claim.

26. DEPARTMENT OF NATURAL RESOURCES

- 1) Clare Harrington \$ 37.99

The claimant (08-SAB-110) requests \$37.99 reimbursement for his fishing pole broken by DNR officer. The Department recommends approval of this claim.

- 2) Carol Westjohn \$503.19

The claimant (08-SAB-112) requests \$503.19 reimbursement for damage to her RV when a power surge blew out its electrical system. The Department recommends approval of this claim.

27. DEPARTMENT OF TRANSPORTATION

- 1) Robb Goniwicha \$182.06

The claimant (08-SAB-083) requests \$182.06 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 2) Freddie Jones \$ 41.18

The claimant (08-SAB-085) requests \$41.18 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 3) Rosemarie Montgomery \$250.00

The claimant (08-SAB-090) requests \$250.00 reimbursement for her insurance deductible after hitting a pothole and doing damage to her vehicle. The Department recommends denial of this claim.

- 4) Emery Williams \$745.68

The claimant (08-SAB-080) requests \$745.68 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 5) Ronald Womble \$200.00

The claimant (08-SAB-089) requests \$200.00 reimbursement for damage to his vehicle when debris fell from a bridge. The Department recommends denial of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

28. DEPARTMENT OF MANAGEMENT AND BUDGET

Release allotments for capital outlay appropriations included in Public Act 275 of 2008 (Sec. 119) totaling 176,623,700 (\$0 state general fund), for the Department of Transportation buildings/facilities and airport improvement programs for the fiscal year ending September 30, 2009. (Detail on file)

29. DEPARTMENT OF TREASURY

Requests approval of a resolution of the State Administrative Board entitled, "State Administrative Board Resolution Authorizing the Issuance of State Of Michigan Full Faith and Credit General Obligation Notes" not to exceed \$1,425,000,000.00.

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.

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

10/8/08 5:15 version

FINANCE AND CLAIMS COMMITTEE

October 14, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

October 21, 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

1s. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES

- | | |
|--|---|
| 1) Various Grants
(Listing on file) | \$ 5,322,855.00 Total
FY09 Various Funding
Anchor Organization Grants,
Capital Improvement Grants,
Partnership Program Grants,
and Regional Mini-grants |
|--|---|

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

2s. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | |
|---|--|
| Various RE:START Vendors | Short-term Staff Augmentation
for Information Technology for
various departments |
| 1) IRS Info Way
(Suman Thirumani)
Madison, WI | NOT TO EXCEED
\$ 170,560.00 (1 year)
FY09 37% GF 63% Federal
071I8200369 To obtain a Senior
Programmer/Analyst to assist
the Department of Human
Services Data Warehouse Team |

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

3s. **DEPARTMENT OF INFORMATION TECHNOLOGY**

Various RE:START Vendors

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

- 1) Compuware
(Stephen Grafuis)
Okemos, MI

\$ 160,160 (one year)
FY09 100% Restricted Funds
071I8200020 Additional funding for a Senior Programmer/Analyst to assist the Department of Labor and Economic Growth, Bureau of Commercial Services with the day-to-day Oracle system issues within BCS' Corporations Division and to act as a member of the project team developing a new Oracle System for the Corporations Division

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in 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 regular meeting of October 14, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held October 14, 2008, be approved and adopted. The motion was supported by Ms. Shane and unanimously approved.

**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 15, 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, Keith Brown, Connie Hanrahan, Amy Meldrum, Melissa
Staffeld, Karen Watson, Department of Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

Correspondence was received from Kirk T. Steudle regarding an emergency contract for \$135,834.89 with Bailey Excavating for reconstruction of the outside slope of eastbound M-60 in Jackson County including the removal of displaced slope material plus installation of curb and gutter, downspouts, and a turf reinforcement mat over the entire slope.

Correspondence was received from Kirk T. Steudle regarding an emergency contract for \$54,389.00 with Hoffman Brothers Excavating for repair of the embankment, restoration of the slopes at the locations of the slope failures, and restoration of the positive drainage in the affected areas in three locations adjacent to I-94 in Calhoun County.

Correspondence was received from Kirk T. Steudle regarding an emergency contract for \$25,928.00 with Compton, Inc. for installation of two drain structures, installation of filter fabric and shoring-up the embankment with more limestone on M-139 about five miles south of I-94 in Berrien County.

Transportation and Natural Resources Committee Report
October 15, 2008
Page 2

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 Item 10 of the regular agenda contingent up being re-written. Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 15, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: October 21 , 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. ***AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing**
Contract (2008-0538) between MDOT, the City of West Branch, and the Ogemaw County Board of Commissioners will provide federal and state grant funds for airport crack sealing at the West Branch Community Airport in West Branch, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$15,000. Source of Funds: FAA Funds (via block grant) - \$12,000; State Bond Funds - \$2,625; City of West Branch and Ogemaw County Funds - \$375.

Criticality: The FAA requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation. Delaying the project could affect airport safety.
Purpose/Business Case: To provide for airport crack sealing.
Benefit: Will enhance airport safety and preserve airfield pavements.
Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of West Branch and Ogemaw 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 eight bidders.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 48661.

2. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing

Contract (2008-0539) between MDOT and the Marlette Township will provide federal and state grant funds for airport crack sealing at the Marlette Township Airport in Marlette, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$12,500. Source of Funds: FAA Funds (via block grant) - \$10,000; State Bond Funds - \$2,187; Marlette Township Funds - \$313.

Criticality: The FAA requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation. Delaying the project could affect airport safety.

Purpose/Business Case: To provide for airport crack sealing.

Benefit: Will enhance airport safety and preserve airfield pavements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Marlette Township Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48453.

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

Contract (2008-0540) between MDOT and the City of Hillsdale will provide federal and state grant funds for the burying of Consumers Energy utility lines for runway 28 at the Hillsdale Municipal Airport in Hillsdale, 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 \$79,000. Source of Funds: FAA Funds (via block grant) - \$63,200; State Bond Funds - \$13,825; City of Hillsdale Funds - \$1,975.

Criticality: This project is necessary as part of the future runway extension to 5,000 feet. The existing Consumers Energy power lines are in the approach to the 28 end.

Purpose/Business Case: To provide for the burying of Consumers Energy utility lines for runway 28.

Benefit: Will comply with FAA standards for clear approaches for the future runway.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Hillsdale 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 locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49242.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Terminal Building
Contract (2008-0541) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for the design of a terminal building (phase II) at the MBS International Airport in Saginaw, 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 \$1,203,919. Source of Funds: FAA Funds - \$1,143,723; State Restricted Aeronautics Funds - \$30,098; MBS International Airport Commission Funds - \$30,098.

Criticality: The existing terminal is above its current capacity and is no longer functional. This project will provide for an increase in capacity for passenger operations and administrative services and is essential to create a safer and more efficient system. The design phase must be completed at this time in order to permit the start of the project during the 2009 construction season.

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

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

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% MBS International Airport Commission 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: 48623.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Federal Inspection Station

Contract (2008-0545) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the design and construction of a federal inspection station (phase I) at the Capital Region International Airport in Lansing, 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 \$643,999. Source of Funds: FAA Funds - \$611,799; State Restricted Aeronautics Funds - \$16,100; CRAA Funds - \$16,100.

Criticality: This project is required by the FAA in order for the airport to meet the requirements for international travel. The airport is planning international flights in 2009.

Purpose/Business Case: To provide for the development of engineering plans and the construction of a federal inspection station (phase I).

Benefit: Will meet FAA requirements for international travel.

* Denotes a non-standard contract/amendment

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% CRAA 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 construction was bid locally and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48906.

6. HIGHWAYS - Time Extension

Amendatory Contract (2003-0049/A4) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the ongoing remediation services at no additional cost. The additional time is needed for the consultant to complete closure reporting to the Michigan Department of Environmental Quality (MDEQ) for remediation of a petroleum release at the Mio Maintenance Garage. The original contract provides for geoenvironmental services to be performed at the Mio Maintenance Garage in the village of Mio, Oscoda County (CS 34032 - JN 99370). The revised contract term will be January 15, 2003, through November 30, 2009. The contract amount remains unchanged at \$391,557.92. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The contract will expire on November 30, 2008. Without a contract in place, cleanup at the site would halt, and MDOT would be out of compliance with State of Michigan environmental statutes. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the ongoing remediation services at no additional cost. The additional time is needed for the consultant to complete closure reporting to MDEQ for remediation of a petroleum release at the Mio Maintenance Garage.

Benefit: Will provide sufficient time for completion of closure reporting to MDEQ and keep MDOT in compliance with State of Michigan environmental statutes.

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 extension is not approved, MDOT will be unable to complete the environmental remediation work and will be out of compliance with Part 213 of Public Act 451 of 1994, as amended.

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: 48647.

7. HIGHWAYS - IDS University Research Services

Authorization Revision (Z3/R1) under Contract (2004-0090) between MDOT and Western Michigan University will extend the authorization term by 14 months to provide sufficient time for the university to complete the research services. The additional time is needed because of a 15-month delay in the construction phase of the project, which postponed the start of the one-year monitoring phase of the research project. The original authorization provides for an evaluation of the rapid bridge construction technique used for the reconstruction of the Parkview Avenue bridge over US-131 in Kalamazoo, Michigan. The revised authorization term will be November 30, 2005, through January 31, 2010. The authorization amount remains unchanged at \$224,522. The contract term is from February 9, 2004, through February 8, 2007, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Extending the term of this authorization will allow the university to complete the one-year live traffic monitoring portion of the project. This research project and the related construction project were started at the same time. However, the construction phase was delayed for 15 months, which delayed the start of the one-year monitoring period under live traffic conditions. The monitoring work will take into account seasonal changes in traffic patterns. It is critical that the monitoring period begin in December 2008.

Purpose/Business Case: To extend the authorization term by 14 months to provide sufficient time for the university to complete the research services. The additional time is needed because of a 15-month delay in the related construction project.

Benefit: Will provide sufficient time for the university to complete one year of live traffic monitoring.

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

Commitment Level: 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.

Risk Assessment: If this revision is not approved and the authorization term is not extended, the university would only be able to monitor the in-service structural behavior for less than six months, which is insufficient to determine performance issues during live traffic, and valuable performance data would be lost.

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

New Project Identification: This is not a new project.

Zip Code: 49008.

8. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0099/A1) between MDOT and Capital Consultants, Inc., dba c2ae will extend the term of the indefinite delivery of services (IDS) contract by three years to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z8), for which additional time is needed to allow the pump station rehabilitation design services to be completed. (See following item.) The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be January 18, 2006, through January 17, 2012. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The IDS contract will expire on January 17, 2009. If the IDS contract is not extended, authorizations issued under the IDS contract cannot be extended, and pump station rehabilitation design services under authorization (Z8) cannot be completed.

Purpose/Business Case: To extend the contract term by three years to allow authorizations issued under the contract, including authorization (Z8), to be extended as needed. No new authorizations will be issued under this contract.

* Denotes a non-standard contract/amendment

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

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

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

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including design services for pump station rehabilitation work under authorization (Z8).

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.

9. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z8/R1) under Contract (2006-0099) between MDOT and Capital Consultants, Inc., dba c2ae will provide for the performance of additional services, will increase the contract amount by \$14,690.57, and will extend the authorization term by three years to provide sufficient time for the consultant to complete the services. The additional services will include design modifications for the entrance to one pump station. The original authorization provides for design services to be performed for the rehabilitation of six existing pump stations in Wayne and Genesee Counties in the Metro and Bay Regions (CS 84900 - JN 89750C). The revised authorization term will be October 2, 2007, through January 17, 2012. The revised authorization amount will be \$405,764.65. The contract term will be January 18, 2006, through January 17, 2012. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Highway Funds.

Criticality: This authorization will expire on January 17, 2009. If this revision is not approved and the design modification work for the pump station is not completed, a needed safety improvement may not be made and the project could be compromised.

Purpose/Business Case: To provide for the development of design modifications for the entrance to one pump station. The entrance to the pump station will be moved to allow easier entry and exit and improved safety for maintenance technicians. The original authorization provides for design services to be performed for the rehabilitation of six existing pump stations in Wayne and Genesee Counties. The pump stations drain storm water from the roadways to prevent flooding and roadway closures. The functionality of the pump stations is critical to maintaining the structural integrity of the highway pavement and roadbed subgrade.

Benefit: The modification of the main access to the pump station will improve the safety of the pump station for maintenance technicians who work in this confined space.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Highway 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 design modifications are not provided, a needed safety improvement may not be made and the project could be compromised.

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; qualification-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

10. *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 original request for proposals and selection for this project permitted MDOT to use the selected consultant, Kimley-Horn of Michigan, Inc., for both phases of this project (design and system manager). Initially MDOT could not effectively scope the system manager role because many of the design decisions of the ATMS software package may have potentially impacted the scope of services of the system manager role since the inception of the contract. MDOT also anticipated significant MDIT involvement and oversight, which would have also affected the role of the system manager.

MDOT intended to continue with the selected consultant unless their design services were found to be unacceptable. By establishing the selection to allow for this continuation of services, this amendment, will save MDOT time and money by working with one consultant. By maintaining the same consultant for the next phase, MDOT will gain significant efficiencies with the overall software implementation due to the consultants understanding of the business practices associated with MDOT. 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.

11. HIGHWAYS - IDS University Research Services

Authorization (Z14) under Contract (2006-0411) between MDOT and Michigan State University (MSU) will provide for the services of the Pavement Research Center of Excellence for MDOT fiscal year 2009 to expand the technical core competencies for MDOT pavement research in an effort to develop practical solutions to issues related to pavement performance. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$29,730. The contract term is from July 20, 2006, through July 19, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The services will expand MDOT technical core competencies in critical areas for pavement research in an effort to develop practical solutions to pavement performance issues. The expert researcher will advise MDOT and will conduct critical research into improving the quality and performance of pavements.

Purpose/Business Case: To provide for the services of the Pavement Performance Research Center of Excellence for MDOT fiscal year 2009.

Benefit: The center will represent MDOT at state forums related to transportation issues and will interact with MDOT project engineers and staff on issues related to pavement performance. This interaction will allow MSU to continue to transfer technology to optimize the service life of the transportation system.

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 authorization is not approved, the overall quality of research and the timeliness of services will be compromised.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

12. HIGHWAYS - IDS University Research Services

Authorization Revision (Z2/R1) under Contract (2006-0414) between MDOT and Michigan Technological University will renew the authorization and extend the authorization term by approximately seven months to provide sufficient time for the university to complete the research services. The additional time is needed because the university had difficulty finding and gathering field data from MDOT state trunkline projects because of the variable nature of active projects and construction time lines. The original authorization provides for the development of a simple performance test as part of the hot mix asphalt (HMA) design process to aid in the design and construction of pavements that will resist rutting and cracking. The revised authorization term will be from October 18, 2006, through October 18, 2008, and from the date of award of this revision through May 16, 2009. No costs will be incurred between October 18, 2008, and the date of award of this revision. The authorization amount remains unchanged at \$180,001.08. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Approval of this revision is necessary to provide sufficient time for the principal investigator to review the data and complete a quality final project.

Purpose/Business Case: To renew the authorization and extend the authorization term by approximately seven months to provide sufficient time for the university to complete a quality Superpave asphalt mix test specification for MDOT's use on future projects.

Benefit: The revision will provide sufficient time for the principal investigator to review the data and complete a quality final project. The project will provide time and labor savings in the quality assurance/quality control process for Superpave asphalt mix testing.

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 data may not be effectively analyzed, and the overall quality of the proposed Superpave simple performance test specification (and of the construction projects that would ultimately utilize the specification) may suffer accordingly.

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 revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49931.

13. HIGHWAYS - IDS University Research Services

Authorization (Z21) under Contract (2006-0414) between MDOT and Michigan Technological University (MTU) will provide for a laboratory evaluation of warm mix asphalt (WMA). The work items include a literature survey, development of an experimental plan, collection of material samples, testing of material and engineering properties, analysis of test data, and development of a final report. The authorization will be in effect from the date of award through December 26, 2011. The authorization amount will be \$190,001.08. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is critical for MDOT because WMA requires less energy than hot mix asphalt; WMA technology offers an environmentally better solution. The research will help MDOT to evaluate WMA for use in highway pavement construction. If the research findings are positive, more pavements can be built using this technology in the future.

Purpose/Business Case: To provide for a laboratory evaluation of WMA. MDOT is working to find ways of using less energy and reducing carbon emissions.

Benefit: The use of WMA in the production and construction of pavements could reduce energy use, costs, and adverse effects on the environment.

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 authorization is not approved, MDOT could miss the opportunity to use a new technology that could result in economic and environmental benefits to the state.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

14. *HIGHWAYS - Increase Services and Amount

Amendatory Contract (2007-0538/A3) between MDOT and the University of Detroit Mercy (UDM) will provide for the continuation of ongoing research services and the performance of several new projects and will add third year funding in the amount of \$192,216. The original contract provides for the development of cost-effective methods of maximizing the current transportation infrastructure, the development of improved supply chain management through improved intermodal connectivity, and the development of affordable alternative sources of energy for vehicles and methods of fuel distribution. UDM oversees the research program with the assistance of the Michigan-Ohio Transportation University Center (MIOH). MIOH is comprised of five universities from Michigan and Ohio and was created to conduct transportation research for the benefit of Michigan, Ohio, and surrounding states. The contract term remains unchanged, May 1, 2007, through September 30, 2009. The revised contract amount will be \$690,650. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This amendment provides the funding necessary for projects that are critical to advancing the state of alternative fuel research and transportation efficiency in Michigan. The projects will continue to advance the use and effectiveness of bio-fuels. Advancements in congestion mitigation are also being researched to make the most of Michigan's existing transportation network.

Purpose/Business Case: To provide third year funding for the performance of research services to benefit MDOT, other Michigan transportation agencies, and Michigan shippers and manufacturers. The projects selected for year three will continue to advance the state of operation efficiencies. The strategic plan outlines a process for soliciting proposals in order to provide research and educational grants in three areas: alternative fuels, transportation system efficiency and utilization, and supply chain management.

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

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

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

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

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

Selection: N/A (SAFETEA-LU earmark).

New Project Identification: This is not a new project.

Zip Code: 48221.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2008-0131) between MDOT and Great Lakes Engineering Group, LLC, will provide for the performance of in-depth bridge inspections for structures located throughout the Southwest Region in accordance with the requirements of the National Bridge Inspection Standards (NBIS) (CS 84915 - JN 1021640). The work items include site inspection and report preparation. The authorization will be in effect from the date of award through February 5, 2011. The authorization amount will be \$149,711.96. The contract term is February 6, 2008, through February 5, 2011. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: In accordance with state and federal law, each bridge under MDOT jurisdiction must be inspected in accordance with the FHWA NBIS. During regular inspections, deficiencies are found that require comprehensive in-depth investigations to be performed. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of in-depth bridge inspections for structures located throughout the Southwest Region in accordance with the requirements of the NBIS.

Benefit: Will provide details of any existing deficiencies, as required by federal law, to help determine the best design solutions, which will result in high quality products. The services will ensure that requirements are met to satisfy state and federal guidelines for bridge safety inspections.

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

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

Risk Assessment: If this authorization is not approved, the project may not have adequate safety inspection, which could result in bridge deterioration and failure. 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: 49022.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2008-0194) between MDOT and Northwest Consultants, Inc., will provide for design services to be performed for the rehabilitation/reconstruction of the I-94 business loop (BL) from the west junction of I-94 to Main Street, Washtenaw County (CS 81101 - JN 87521C). The work items include preparing required plans, including maintaining traffic and construction staging plans, permanent non-freeway signing plans, pavement marking plans, and right-of-way plans; performing surveys and mobility analyses; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$481,948.58. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project is included in the MDOT's Five Year Plan. In order to deliver the project on time, the design phase of the project must commence by the end of October. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation/reconstruction of I-94BL from the west junction of I-94 to Main Street, Washtenaw County.

Benefit: Will improve drainage and pavement condition, provide a safer and more efficient roadway, and minimize delays during construction.

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

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

Risk Assessment: If the services are not performed, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will 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: 48103.

17. HIGHWAYS – IDS Engineering Services

Authorization (Z4) under Contract (2008-0257) between MDOT and URS Corporation Great Lakes will provide for the development of an Intelligent Transportation Systems (ITS) Concept of Operations (COO) for all counties in the Southwest Region and for the performance of ITS design services for the first installation of ITS devices along I-94 in Calhoun and Kalamazoo Counties (CS 84915 – JN 102169C). The COO will be used to obtain environmental clearance, and the first installation along I-94 will improve the safety and efficiency of travel in the corridor. This project is part of the MDOT ITS Five Year Plan. The authorization will be in effect from the date of award through June 2, 2011. The authorization amount will be \$299,933.96. The contract term is from June 3, 2008, through June 2, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Responsible deployment and operation of ITS resources along the state trunkline system in the Southwest Region is critical for the safe and efficient operation of the freeway system. Active traffic management and incident management are critical for the operations and safety of the traveling public.

Purpose/Business Case: To provide for the development of an ITS COO for all counties in the Southwest Region and for the performance of ITS design services for the first installation of ITS devices along I-94 in Calhoun and Kalamazoo Counties.

Benefit: The COO will be used to obtain environmental clearance, and the first installation of ITS devices along I-94 will improve the safety and efficiency of travel in the corridor.

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

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

Risk Assessment: Without the approval of this authorization, the safe and efficient operation of the Southwest Region freeway system could be compromised.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49015.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2008-0257) between MDOT and URS Corporation Great Lakes will provide for traffic signal optimization services to be performed along various state trunkline routes in Washtenaw County (CS 81900 - JN 100521C). The work items include adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The safety analysis includes analyzing crash data and identifying any traffic signal hardware or intersection geometric design improvements needed. Traffic signal optimization is done to maximize the existing roadway system along various corridors and at isolated intersections to move traffic more efficiently. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network and recommend adjustments to the system after implementation to ensure that the system is working correctly. A before and after study of effectiveness is included and will be performed to provide a measurement tool for improvement. The authorization will be in effect from the date of award through June 2, 2011. The authorization amount will be \$384,931.91. The contract term is June 3, 2008, through June 2, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This authorization is for traffic safety improvement projects. This authorization is 100 percent federally funded, and the funds could be at risk if they are not utilized. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for traffic signal optimization services to be performed along various state trunkline routes in Washtenaw County.

Benefit: Will provide a safer driving environment by reducing crashes. Traffic in corridors will flow more effectively and efficiently, reducing user delays and associated costs.

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: Without signal optimization, traffic delays and congestion will continue to increase, which will increase public safety risks and have a negative economic impact (more travel time, fuel consumption, and pollution).

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

Selection: Qualifications-based.

New Project Identification: This is a new safety project.

Zip Code: 48103.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2008-0396) between MDOT and Wilcox Professional Services, LLC, will provide for road survey design services to be performed for the rehabilitation of US-23 from the Cheboygan/Presque Isle county line northwesterly to Cordwood Point Road in Cheboygan County, North Region (CS 16081 - JN 79651C). The work items include obtaining necessary permits, researching records, obtaining measurements and computing, and submitting the portfolio. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$171,259.82. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: MDOT has made a commitment to begin construction on this project in 2011. The survey work needs to be completed this winter so that the design work can be finished in time for the scheduled letting. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for road survey work to be performed for the rehabilitation of US-23 from the east Cheboygan county line to Cordwood Point Road in Cheboygan County. The roadway has had no major repair work since 1988 and is showing signs of fatigue. Failing shoulders and an inadequate drainage system along this roadway could pose safety risks.

Benefit: Will minimize construction delays by providing surveying resources efficiently. The project will improve roadway safety.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved and the services are not provided, construction delays and cost overruns could occur and needed roadway safety improvements could be delayed.

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: Rehabilitation of existing roadway.

Zip Code: 49721.

20. *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.

21. HIGHWAYS - IDS Engineering Services

Contract (2008-0547) between MDOT and Coleman Engineering Company will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

22. HIGHWAYS - Participation for Local Agency Force Account Work
 Contract (2008-5137) between MDOT and the City of Bay City will provide for funding participation in the following Transportation Enhancement improvements:

Installation of decorative street lighting along Highway M-25 (Center Avenue) from Madison Street to Livingston Street.

Estimated Funds:

Federal Highway Administration Funds	\$499,400
State Restricted Trunkline Funds	\$128,500
City of Bay City Funds	<u>\$ 12,300</u>
Total Funds	<u>\$640,200</u>

STE 09042 – 89106Z; Bay County
 Force account work

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not to 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 these funds in Michigan. Delaying this project would jeopardize federal funds that are allocated to the State of Michigan.

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, State Trunkline and Bridge Construction Funds, and City of Bay City Funds.

Commitment Level: 78% federal; 20.075% state; 1.925% city; based on estimate.

Risk Assessment: Without this contract, the federal funds cannot be used for the project.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: New enhancement of existing roadway.

Zip Code: 48708.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Amendatory Contract (2008-5240) between MDOT and the City of Crystal Falls will provide for funding participation in the following improvements:

PART A (Job No. 60281)

Construction of storm sewer, sanitary sewer, and watermain along Highway M-69 from Highway US-2/141 to Roundhouse Road in the city of Crystal Falls.

PART B (Job No. 72579)

Streetscaping work along Highway M-69 from Fifth Street to River Avenue, including placement of stamped concrete sidewalk, street trees with ornamental grates, and street furniture in pocket sitting areas in the city of Crystal Falls.

The purpose of this amendment is to reduce the City’s construction engineering costs for Part A by a fixed amount of \$6,612. This amount represents the cost of additional work performed by the City that benefits MDOT. No changes are being made to Part B. The overall estimated project cost remains unchanged.

Estimated Funds:

<u>PART A</u>	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$ 0	\$6,612	\$ 6,612
City of Crystal Falls Funds	<u>\$886,900</u>	<u>(\$6,612)</u>	<u>\$880,288</u>
Total Funds	<u>\$886,900</u>	<u>\$ 0</u>	<u>\$886,900</u>

BI06 36023, STE 32081 – 60281, 72579; Iron County
Amendment

Criticality: This project was let in February 2007. Delaying this amendment would keep MDOT from correctly billing the City of Crystal Falls for construction engineering costs.

Purpose/Business Case: To amend the original contract to change the calculation of construction engineering costs to credit the City for inspection work done that benefits MDOT.

Benefit: Will provide a more equitable breakdown of construction engineering costs.

Funding Source: MDOT and City of Crystal Falls.

Commitment Level: A fixed amount of \$6,612 by MDOT, the remainder by the City of Crystal Falls.

Risk Assessment: Without this amendment, the City of Crystal Falls cannot be fairly compensated for inspection services provided to MDOT.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49920.

24. HIGHWAYS – Intelligent Transportation Systems Services

Contract (2009-0041) between MDOT and HNTB Michigan, Inc., will provide for the performance of Intelligent Transportation Systems (ITS) system manager services for the oversight of the installation and integration of ITS devices along I-75 and I-475 in Genesee County, Bay Region. System manager services provide oversight of the contractor to ensure that the system functions as designed and that all components of the project meet state and federal specifications. Components of the project include communication towers, dynamic message signs, surveillance systems cameras, microwave vehicle detection systems, and all required communications devices and facilities necessary to link the ITS field devices to the network. The contract will be in effect from the date of award through June 30, 2011. The contract amount will be \$413,257.71. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Responsible deployment and operation of ITS resources along the state trunkline system in the Bay Region is critical for the safe and efficient operation of the freeway system. Active traffic management and incident management are critical for traveler safety. This project has already been let for construction.

Purpose/Business Case: Will provide for the performance of ITS system manager services for the oversight of the installation and integration of ITS devices along I-75 and I-475 in Genesee County, Bay Region.

Benefit: Will reduce congestion and increase public safety. This approach is the most cost effective and efficient for MDOT.

Funding Source: 80% Federal Highway Administration Funds and 20% 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: Without the approval of this contract, the future safe and efficient operation of the Bay Region freeway system may be compromised.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48502.

25. *HIGHWAYS (Maintenance) - Adjustment of Shared Cost Percent

Amendatory Contract (2007-0874/A1) between MDOT and the Mackinac County Road Commission will increase the state's share of the costs from 46 percent to 89 percent and will decrease the county's share from 56 percent to 11 percent. The original contract provides for the construction of a concrete wall bulk chemical storage facility for the storage of bulk chemicals to be used on state trunkline highways and county roads in Mackinac County. The contract amount remains unchanged at \$650,000. The contract term remains unchanged, January 22, 2008, through January 21, 2010. Source of Funds: 89% State Restricted Trunkline Funds and 11% Mackinac County Road Commission Funds.

Criticality: The amendment will adjust the cost share for this contract. The chemical storage facility is essential to the operation and maintenance of state trunkline highways in Mackinac County.

Purpose/Business Case: To adjust the cost share for this contract based on five years of salt usage.

Benefit: The contract will be updated to reflect actual costs and usage.

Funding Source: 89% State Restricted Trunkline Funds and 11% Mackinac County Road Commission Funds.

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

Risk Assessment: If the amendment is not approved, the contract will not reflect actual costs and usage.

Cost Reduction: Construction of the chemical storage facility was monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49781.

26. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2008-0546) between MDOT and Bloomfield Township will provide for state trunkline maintenance services to be performed on state trunklines within Bloomfield Township. The contract will be in effect from the date of award through September 30, 2009.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c). This contract is on a cost reimbursement basis, subject to final audit to actual costs. The estimated contract amount will be \$100,000. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This contract will provide for the performance of routine state trunkline maintenance services. Such maintenance services are essential to the safe operation of state trunkline highways in Bloomfield Township.

Purpose/Business Case: To provide for routine maintenance services to be performed on state trunklines in Bloomfield Township.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: N/A.

New Project Identification: This contract will provide for the performance of routine maintenance services.

Zip Code: 48303.

27. *HIGHWAYS (Real Estate) - Outdoor Advertising Administration

Contract (2009-0042) between MDOT and John Cuth Engineering, Inc., will provide for administrative services to be performed for the state's outdoor advertising control program in the Superior Region, including, but not limited to, field reviews of permit applications, annual inventories of signs, correction and certification of all permit fields, enforcement of illegal and noncompliant signs, and completion of hearing packages. The contract will be in effect from the date of award through three years. The contract amount will be \$209,220. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Michigan is required by federal law (23 USC 131) to perform effective control of outdoor advertising along its highways; a new contract is critical for this program. If effective control is not maintained, Michigan could lose 10 percent of its federal funding.

Purpose/Business Case: To provide for the performance of administrative services for the state's outdoor advertising control program in the Superior Region, including, but not limited to, field reviews of permit applications, annual inventories of signs, correction and certification of all permit fields, enforcement of illegal and noncompliant signs, and completion of hearing packages. The program work will include the identification of all billboard locations throughout the state of Michigan, the current status of the billboards, and the billboard details. This information will be entered into the Internet Highway Advertising Program (I-HAP) database and used by MDOT staff statewide, the outdoor advertising industry, and the general public.

Benefit: The data on billboards throughout Michigan will be current, and MDOT will be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, billboards along state highways could be inaccurate and illegal, the state could be out of compliance with the Highway Advertising Act (PA 106 of 1972), and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: Low bid.

New Project Identification: This is a new project under an ongoing program.

Zip Code: 49829.

28. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2009-0044) between MDOT and Stantons Real Estate & Auctioneers 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.

29. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z14/R1) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will renew the authorization and extend the authorization term by one year to provide sufficient time for the City to purchase the necessary surveillance/security equipment. The additional time is needed because other work activities and priorities have delayed completion of this project. The original authorization provides state matching funds for the City's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant. The revised authorization term will be from September 7, 2005, through September 6, 2008, and from the date of award of this revision through September 6, 2009. No costs will be incurred between September 6, 2008, and the date of award of this revision. The authorization amount remains unchanged at \$127,830. The toll credit amount remains unchanged at \$1,566. 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 - \$103,830; FY 2002 State Restricted Comprehensive Transportation Funds - \$24,000.

Criticality: Approval of this revision at this time is critical to allow the agency to purchase surveillance/security equipment that is necessary to ensure passenger safety.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$103,830; FY 2002 State Restricted Comprehensive Transportation Funds - \$24,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49016.

30. *PASSENGER TRANSPORTATION - Section 5311 Capital Revenue Grant

Contract (2008-0309) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$2,499,934 in FY 2008 Federal Section 5311 Nonurbanized Area Formula Capital Program funds from the Congestion Mitigation and Air Quality Improvement, Surface Transportation, Small Cities (5,000-50,000), and Economic Development Fund Category-D Programs for vehicle and equipment purchases and for facility projects. State matching funds in the amount of \$549,859 will be provided, for a total contract amount of \$3,049,793. Toll credits in the amount of \$60,100 will be allocated as match. The contract will be in effect from September 15, 2008, through three years. 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 - \$2,499,934; FY 2008 State Restricted Comprehensive Transportation Funds - \$549,859.

Criticality: Approval of this contract is critical to allow transit agencies to acquire land, make facility improvements, purchase equipment, and procure vehicles that are needed to replace vehicles that have reached the ends of their useful lives. Items are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide funding for capital projects under the FY 2008 Federal Section 5311 Capital Program for 41 eligible transit agencies.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,499,934; FY 2008 State Restricted Comprehensive Transportation Funds - \$549,859.

Commitment Level: Grant 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.

31. *PASSENGER TRANSPORTATION - Section 5316 Revenue Grant

Contract (2008-0450) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$1,782,668 in FY 2008 Federal Section 5316 Job Access and Reverse Commute Program funds under Federal Grant MI-37-X031 and state matching funds in the amount of \$1,494,107. These funds will allow transit agencies to provide service in FY 2009 designed to transport welfare recipients and eligible low-income individuals to jobs and activities related to their employment and to purchase capital items in support of these services. The total contract amount will be \$3,276,775. The contract will be in effect from October 1, 2008, until the last obligation between the parties has been fulfilled. The grant 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 - \$1,782,668; FY 2009 State Restricted Comprehensive Transportation Funds - \$1,494,107. FY 2009 funding is contingent upon legislative appropriation.

Criticality: The FY 2008 Federal Section 5316 grant will provide federal funds for transit agencies to operate service in FY 2009 designed to transport welfare recipients and eligible low-income individuals to jobs and activities related to their employment and to purchase capital items in support of these services.

Purpose/Business Case: To provide for the FTA to grant MDOT \$1,782,668 in Federal Section 5316 Job Access/Reverse Commute Program funds for FY 2009 under Federal Grant MI-37-X031, to be matched with \$1,494,107 in state funds.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$1,782,668; FY 2009 State Restricted Comprehensive Transportation Funds - \$1,494,107.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not approving this grant 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: Provides for continuation of this program for FY 2009.

Zip Code: 48909.

32. TRANSPORTATION PLANNING - Feasibility Study

Authorization (Z3) under Master Agreement (2009-0003) between MDOT and the Genesee County Metropolitan Planning Commission will provide for a study of the feasibility of extending I-475 from its current terminus at I-75 southwest to US-23 to address connectivity issues for freight and passenger vehicles traveling between I-75, US-23, and I-69. The authorization will be in effect from date of award through September 30, 2009. The authorization amount will be \$480,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% Genesee County 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: The purpose of this project is to study the feasibility of extending I-475 from its current terminus at I-75 southwest to US-23 to address connectivity issues for freight and passenger vehicles traveling between I-75, US-23, and I-69. Alternatives to the extension will be analyzed as part of the study to help to identify the best solution. Improving connectivity at this location will help to stimulate economic development in Genesee County and the region.

Benefit: Will identify the best way to improve connectivity between these major north/south and east/west corridors. Freight and passenger vehicles using I-69/I-75/I-475/US-23 to travel through Michigan and to and from Canada would benefit from improved connectivity, as would economic development in the 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% Genesee County 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 work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Improvements at this location are essential as the city of Flint and Genesee County move away from a manufacturing economy and continue the development and expansion of major economic initiatives such as creating an intermodal hub in Genesee County. If the authorization is not approved and the study is not performed, an opportunity could be lost to improve connectivity in the area; economic development in the area could be slowed; and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48502.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

33. US-10 (State Street) at Main Street, City of Scottville, Mason County
53032-01-009 (formerly 53033-1)

	<u>Estimated Installation Cost</u>
FHWA Funds	<u>\$73,425</u>
Total	<u>\$73,425</u>

34. Old M-14 (Ann Arbor Road) at Ridge Road, Plymouth Township, Wayne County
82101-01-078

	<u>Estimated Installation Cost</u>
FHWA Funds	<u>\$66,379</u>
Total	<u>\$66,379</u>

Criticality: These items are critical because it is necessary to collect money due the State of Michigan for maintenance costs.

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and for annual electrical power usage and maintenance costs for the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for motorists. The cost agreements establish funding responsibility for the operation of the electronic devices. MDOT uses the information from the cost agreements to collect money from agencies that share fiscal responsibility for routine maintenance and utility costs.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment Level: Costs as shown in the individual cost agreements for the duration of the installation operation.

Risk Assessment: Loss of federal participation funding for installation; loss of local participation funding for maintenance.

Cost Reduction: Fixed costs as shown in the cost agreements.

Selection: N/A.

New Project Identification: Installation/modernization of electronic devices.

Zip Code: 48170, 49454.

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 relationship with the motoring public in the various cities and counties in the Metro region may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

Cost Reduction: With the construction of this project, our customers will benefit with reduced user delay costs, improved traffic information and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48075.

36.	LETTING OF SEPTEMBER 26, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809902	\$ 432,068.77	\$ 427,752.17
	PROJECT ST 63174-87981		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - APRIL 01, 2009		-1.00 %

11.92 mi of installation of intelligent transportation system equipment at seven locations on I-75 northbound and southbound between I-696 and Coolidge Road in the cities of Hazel Park and Troy, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 427,752.17	Same	1 **
Rauhorn Electric, Inc.	\$ 448,721.96	Same	2
Motor City Electric Utilities Co.	\$ 483,737.59	Same	3
Windemuller Electric, Inc.			
Alpha Electric, Inc.			
Metropolitan Power & Lighting, Inc			
Posen Construction, Inc.			

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: The proposed project is for installation of intelligent transportation system (ITS) equipment at seven locations on I-75 in order to fill in the gaps in Communication at Michigan Intelligent Transportation System Center (MITSC) for Cities of Hazel Park and Troy, Oakland County, Metro Region.

Benefit: Due to the topographical anomalies, there is a gap in communications capability in areas along I-75 in the City of Troy and Hazel Park. Installation of ITS equipment at various locations on I-75 will help fill in the gaps in Communication at MITSC and integration of signs to the system at the MITSC which will increase the ability to provide the public timely traffic information and allow for better decisions and therefore improved traffic flow.

Funding Source:

87981A

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 relationship with the motoring public in the Cities of Hazel Park and Troy in the Metro region may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

Cost Reduction: With the construction of this project, our customers will benefit with reduced user delay costs, smoother traffic flow and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Source of Funds:

Zip Code: 48084.

Benefit: MDOT attempts to maximize the benefits of road and bridge 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:

78200A
 Federal Highway Administration Funds 90.00 %
 State Restricted Trunkline Funds 10.00 %
 79691A
 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 and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48116.

38. LETTING OF OCTOBER 03, 2008 ENG. EST. LOW BID
 PROPOSAL 0810003 \$ 6,243,373.31 \$ 6,698,400.87
 PROJECT NH 52041-80145, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 20, 2009 7.29 %

3.02 mi of roadway reconstruction and realignment, drainage improvements, guardrail upgrading, and pavement markings on US-41/M-28 from Brown Road westerly to the Marquette/Baraga County line, Marquette County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 6,698,400.87	Same	1 **
M & M Excavating Co., Inc.	\$ 7,495,261.05	Same	2
A. Lindberg & Sons, Inc.	\$ 7,922,808.14	Same	3
James Peterson Sons, Inc.	\$ 8,304,378.92	Same	4
Musson Bros., Inc.	\$ 8,842,738.14	Same	5
Barley Trucking & Excavating, Inc.			
MJO Contracting, Inc.			
Oberstar, Inc.			
Hebert Construction Company			

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: This project is a combination of two programs: (1) 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, (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

Benefit: These programs provide benefits for 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 improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

Funding Source:

80145A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
89410A		
	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.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49861.

39. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810007
 PROJECT BHT 03041-86779, ETC
 LOCAL AGRMT.
 START DATE - APRIL 13, 2009
 COMPLETION DATE - AUGUST 18, 2009

ENG. EST. LOW BID
 \$ 1,324,523.78 \$ 1,347,855.69

% OVER/UNDER EST.
 1.76 %

Bridge rehabilitation including deep concrete overlay, pin and hanger and railing replacement, structural steel repair, full paint, concrete beam end repair, approach work and maintaining traffic on M-89 over I-196/US-31 and on M-222 over the Kalamazoo River in the city of Allegan, Allegan County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 1,347,855.69	Same	1 **
J. Slagter & Son Construction Co.	\$ 1,387,712.49	Same	2
L.W. Lamb, Inc.	\$ 1,417,101.85	Same	3
Anlaan Corporation	\$ 1,479,041.70	Same	4
Midwest Bridge Company	\$ 1,655,378.01	Same	5
Hardman Construction, Inc.			
Walter Toebe Construction Co.			

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: 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:

86779A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
89376A	
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.

42. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810010
 PROJECT STG 55031-85130
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 07, 2009

ENG. EST. \$ 340,158.07
 LOW BID \$ 263,426.69
 % OVER/UNDER EST. -22.56 %

77.96 mi of non-freeway sign replacement on M-35 from the US-41 junction in the city of Menominee northerly to the Delta/Marquette County line in the cities of Menominee, Escanaba, and Gladstone, Delta and Menominee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 263,426.69	Same	1 **
Give 'em A Brake Safety	\$ 274,579.13	Same	2
Sterling Sign Co. Inc.	\$ 281,960.00	Same	3
J & J Contracting, Inc.	\$ 288,710.65	Same	4
J. Ranck Electric, Inc.	\$ 307,773.99	Same	5
Bridge-Tec Services, Corp.	\$ 309,644.70	Same	6
Trans Tech Electric, L.P.	\$ 315,780.50	Same	7
GFS Fence, Guardrail & Signage, Inc.	\$ 468,225.44	Same	8
Highway Service Company, Inc.			
Midwest Bridge Company			

8 Bidders

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

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

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

Funding Source:

85130A

Federal Highway Administration Funds 100 %

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

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

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

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49829.

43. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810011
 PROJECT STT 62032-90092
 LOCAL AGRMT.
 START DATE - MAY 04, 2009
 COMPLETION DATE - 15 working days

ENG. EST.
 \$ 168,398.54

LOW BID
 \$ 134,277.01

% OVER/UNDER EST.
 -20.26 %

17.05 mi of hot mix asphalt crack treatment on M-37 from north of 3 Mile Road northerly to north of 18 Mile Road at the Newaygo/Lake County line, Newaygo County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Causie Contracting, Inc.	\$ 134,277.01	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 143,759.91	Same	2
Michigan Joint Sealing, Inc.	\$ 155,277.16	Same	3
Superior Chip Sealing & Maintenance	\$ 169,614.10	Same	4
Scodeller Construction, Inc.	\$ 170,102.16	Same	5
Fahrner Asphalt Sealers, LLC.	\$ 183,476.91	Same	6

6 Bidders

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

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

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

Funding Source:

90092A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49309.

44. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810012
 PROJECT CM 41031-100579
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 21, 2009

ENG. EST. \$ 977,999.35
 LOW BID \$ 843,754.44
 % OVER/UNDER EST. -13.73 %

0.34 mi of hot mix asphalt indirect left and right turn lane construction, storm sewer, concrete curb and gutter on M-37 at the 76th Street intersection, Kent County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 843,754.44	Same	1 **
Schippers Excavating, Inc.	\$ 894,495.55	Same	2
D.J. McQuestion & Sons, Inc.	\$ 894,969.61	Same	3
Nagel Construction, Inc.	\$ 900,405.91	Same	4
Peters Construction Co.	\$ 907,051.49	Same	5
Bultema Brothers Road Contractors	\$ 908,910.38	Same	6
Kentwood Excavating, Inc.	\$ 915,353.25	\$ 915,323.25	7
CL Trucking & Excavating, LLC.	\$ 923,902.70	Same	8
Brenner Excavating, Inc.	\$ 926,733.00	\$ 926,715.00	9
Nashville Construction Company	\$ 927,362.72	Same	10
Dykema Excavators, Inc.	\$ 930,174.86	Same	11
Milbocker and Sons, Inc.	\$ 933,567.86	Same	12
Kalin Construction Co., Inc.	\$ 937,598.49	Same	13
Davis Construction, Inc.	\$ 945,231.60	Same	14
Diversco Construction Company Inc.	\$ 967,068.78	Same	15
C & D Hughes, Inc.	\$ 1,052,333.66	Same	16
Lodestar Construction, Inc.	\$ 1,299,872.85	\$ 1,299,857.85	17

17 Bidders

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

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

100579A		
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: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48624 Region-wide.

46. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810023 \$ ENG. EST. LOW BID
 PROJECT ST 84914-102567 \$ 385,351.00 \$ 265,746.20
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 06, 2009
 COMPLETION DATE - AUGUST 07, 2009 -31.04 %

56.67 mi of hot mix asphalt crack treatment on M-25, M-46, M-138, M-15, M-24, and M-81 at various locations, Huron, Sanilac and Tuscola Counties. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Causie Contracting, Inc.	\$ 265,746.20	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 328,615.80	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 329,850.30	Same	3
Scodeller Construction, Inc.	\$ 332,683.00	Same	4
Superior Chip Sealing & Maintenance	\$ 383,819.01	Same	5
Michigan Joint Sealing, 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: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

Funding Source:

102567A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48726.

47. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810024 \$ ENG. EST. 358,841.00 \$ LOW BID 283,737.00
 PROJECT STT 84913-51097
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 08, 2009
 COMPLETION DATE - 20 working days -20.93 %

51.16 mi of hot mix asphalt crack treatment on M-50, M-21, M-46, M-66, M-91, and Old US-131 in the villages of Lake Odessa, Muir, Pewamo, Amble, Lakeview, Morley, and Stanwood, Ionia, Montcalm, and Mecosta Counties. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 283,737.00	Same	1 **
Causie Contracting, Inc.	\$ 337,078.11	Same	2
Interstate Sealant & Concrete, Inc.	\$ 342,684.40	Same	3
Fahrner Asphalt Sealers, LLC.	\$ 366,188.84	Same	4
Superior Chip Sealing & Maintenance	\$ 371,608.33	Same	5
Michigan Joint Sealing, 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: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

Funding Source:

51097A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49336 Region-wide.

48. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810026 \$ ENG. EST. \$ LOW BID
 PROJECT EBSL 67031-103351 \$ 419,231.97 \$ 363,403.13
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 11, 2009
 COMPLETION DATE - 9 working days -13.32 %

8.78 mi of overband crack filling and single course chip sealing on M-66 from north of US-10 northerly to south of M-115, Osceola County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Superior Chip Sealing & Maintenance	\$ 363,403.13	Same	1 **
Fahrner Asphalt Sealers, LLC.	\$ 373,327.69	Same	2
Highway Maintenance and Const. Co.	\$ 398,284.33	Same	3
Michigan Pavement Solutions LLC	\$ 424,691.95	Same	4

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

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

Funding Source:

103351A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49601.

LOCAL PROJECTS

50.	LETTING OF OCTOBER 03, 2008 PROPOSAL 0810002 PROJECT STH 63609-100366 LOCAL AGRMT. 08-5377 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 17, 2009	ENG. EST. \$ 292,900.00	LOW BID \$ 288,931.00 % OVER/UNDER EST. -1.36 %
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Traffic signal upgrades with box span installation at 3 intersections on Southfield Road from 10 Mile Road northerly to 11 Mile Road in the cities of Lathrop Village and Southfield, Oakland County.

	BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 288,931.00		Same	1 **
Rauhorn Electric, Inc.	\$ 298,998.41		Same	2
J. Ranck Electric, Inc.	\$ 316,143.18		Same	3
Alpha Electric, Inc.	\$ 318,755.69		Same	4
Posen Construction, Inc.	\$ 342,266.60		Same	5
Motor City Electric Utilities Co.	\$ 360,320.95		Same	6
Severance Electric Co., Inc.				
Windemuller Electric, Inc.				
Trans Tech Electric, L.P.				

6 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

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

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

Funding Source:

100992A

Federal Highway Administration Funds	80.00 %
City of Pontiac	20.00 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48341.

52.	LETTING OF OCTOBER 03, 2008	ENG. EST.	LOW BID
	PROPOSAL 0810005	\$ 95,655.25	\$ 82,754.13
	PROJECT CMG 46400-101647		
	LOCAL AGRMT. 08-5353		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 03, 2009		-13.49 %

Traffic and pedestrian signal upgrade on Tecumseh River Road at Franklin Street in the village of Clinton, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J R Howell Airport Lighting LLC	\$ 82,754.13	Same	1 **
J. Ranck Electric, Inc.	\$ 89,028.09	Same	2
DVT Electric, Inc	\$ 90,937.90	Same	3
Rauhorn Electric, Inc.	\$ 91,484.83	Same	4
Trans Tech Electric, L.P.	\$ 93,779.45	Same	5
Metropolitan Power & Lighting, Inc.	\$ 138,625.60	Same	6
Severance Electric Co., Inc.			
Windemuller Electric, Inc.			

6 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 businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

Funding Source:

101647A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49236.

53. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810013
 PROJECT HPSL 50099-88933
 LOCAL AGRMT. 08-5400
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2009

ENG. EST. LOW BID
 \$ 5,865,622.64 \$ 6,049,104.18

% OVER/UNDER EST.
 3.13 %

1.50 mi of concrete pavement construction including pavement removal, station grading, subgrade undercutting, sand subbase, aggregate base, storm sewer and drainage improvements, concrete curb and gutter, traffic signals, and pavement markings on Romeo Plank Road from Hall Road (M-59) northerly to north of 21 Mile Road, Macomb County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 6,049,104.18	Same	1 **
Six-S, Inc.	\$ 6,157,287.45	Same	2
Florence Cement Company	\$ 6,254,624.26	Same	3
Pamar Enterprises, Inc.	\$ 6,316,288.05	Same	4
John Carlo, Inc.	\$ 6,382,849.51	Same	5
DiPonio Contracting, Inc.	\$ 6,584,420.30	Same	6
Stante Excavating Co., Inc.	\$ 6,595,220.32	Same	7
Ajax Paving Industries, Inc.	\$ 6,634,951.80	Same	8
Angelo Iafrate Construction Company	\$ 6,771,168.95	Same	9
V.I.L. Construction, Inc.	\$ 6,778,631.28	Same	10
Zito Construction Co.	\$ 6,920,149.80	Same	11
DeAngelis Landscape, Inc.			
Fisher Contracting Company			
ABC Paving Company			
B&V Construction, Inc.			
T. R. Pieprzak Co.			

11 Bidders

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

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

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

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

Funding Source:

88933A

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

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

New Project Identification: Road construction with new lanes.

Selection: Low bid.

Zip Code: 48044.

54.	LETTING OF OCTOBER 03, 2008	ENG. EST.	LOW BID
	PROPOSAL 0810014	\$ 3,847,929.50	\$ 4,158,365.40
	PROJECT FFH 02012-58732, ETC		
	LOCAL AGRMT. 08-5351		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2009		8.07 %

12.74 mi of embankment, subbase, aggregate base, approaches, culverts, hot mix asphalt paving, traffic control, and slope restoration on Round Lake Road (County Road 440) from Federal Forest Highway-13 to the Delta County line and from County Road 509 to the Alger County line, Alger and Delta Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
M & M Excavating Co., Inc.	\$ 4,158,365.40	Same	1 **
Oberstar, Inc.	\$ 4,173,603.15	Same	2
D.J. McQuestion & Sons, Inc.	\$ 4,244,955.49	Same	3
Hebert Construction Company	\$ 4,367,328.41	Same	4
Bacco Construction Company	\$ 4,371,286.43	Same	5
Payne & Dolan, Inc.	\$ 4,514,338.72	Same	6
James Peterson Sons, Inc.	\$ 5,402,003.66	Same	7
A. Lindberg & Sons, Inc.			
Cordes Excavating, Inc.			
Barley Trucking & Excavating, Inc.			
Musson Bros., Inc.			
Mathy Construction Company			

7 Bidders

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

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

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

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

Funding Source:

58732A		
Federal Highway Administration Funds	100	%
58818A		
Federal Highway Administration Funds	100	%

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49862.

55.	LETTING OF OCTOBER 03, 2008	ENG. EST.	LOW BID
	PROPOSAL 0810015	\$ 2,315,115.78	\$ 1,947,691.00
	PROJECT MCS 09015-89190, ETC		
	LOCAL AGRMT. 08-5386		% OVER/UNDER EST.
	START DATE - JANUARY 02, 2009		
	COMPLETION DATE - MARCH 15, 2009		-15.87 %

Bridge rehabilitation including painting and weld repairs on Woodside Avenue and Truman Parkway at Saginaw River in the city of Bay City, Bay County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Central Painting, Inc.	\$ 1,947,691.00	Same	1 **
Venus Painting Co.	\$ 1,984,076.00	Same	2
Atsalis Brothers Painting Company	\$ 2,083,292.00	Same	3
Icarus Industrial Painting	\$ 2,168,366.00	Same	4
Abhe & Svoboda, Inc.	\$ 4,271,310.00	Same	5
Three Star Painting, Inc.			
Seaway Painting, LLC			

5 Bidders

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

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

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

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

Funding Source:

89190A

City of Bay City	5.00 %
State Restricted Trunkline Funds	95.00 %

89191A

City of Bay City	5.21 %
State Restricted Trunkline Funds	94.79 %

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

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

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

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 48708.

56. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810016
 PROJECT MCS 41025-89423
 LOCAL AGRMT. 08-5383
 START DATE - 10 days after award
 COMPLETION DATE - MAY 29, 2009

ENG. EST. LOW BID
 \$ 1,164,374.60 \$ 952,927.09

% OVER/UNDER EST.
 -18.16 %

Bridge rehabilitation including concrete deck overlay, joint, pin and hanger, and railing replacement, partial painting of structural steel, approach work and maintaining traffic on Wealthy Street over the Grand River in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 952,927.09	Same	1 **
Anlaan Corporation	\$ 993,625.69	Same	2
C. A. Hull Co., Inc.	\$ 998,972.85	Same	3
Davis Construction, Inc.	\$ 1,102,411.22	Same	4
Midwest Bridge Company	\$ 1,327,331.20	Same	5
Abhe & Svoboda, Inc.			
L.W. Lamb, Inc.			
Walter Toebe Construction Co.			

5 Bidders

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

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. **Purpose/Business Case:** This project is for the rehabilitation of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

89423A

City of Grand Rapids	5.13 %
State Restricted Trunkline Funds	94.87 %

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

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

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

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

Funding Source:

76624A
 Kalamazoo County 20.00 %
 Federal Highway Administration Funds 80.00 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49034.

58. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810018 \$ ENG. EST. 203,676.25 \$ LOW BID 162,712.50
 PROJECT EDD 14555-83558
 LOCAL AGRMT. 08-5372 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 30 working days -20.11 %

0.12 mi of storm sewer, machine grading, concrete curb, gutter, and sidewalks, hot mix asphalt paving, and pavement markings on South Rowland Street from Jefferson Street to State Street in the village of Cassopolis, Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Northern Construction Services, Co.	\$ 162,712.50	Same	1 **
Kalin Construction Co., Inc.	\$ 174,012.61	Same	2
Hoffman Bros., Inc.	\$ 184,900.44	Same	3
R. Smith & Sons Trucking, Inc.	\$ 187,734.25	Same	4
Selge Construction Co., Inc.	\$ 187,918.15	Same	5
Concord Excavating & Grading, Inc.	\$ 193,038.10	Same	6
Peters Construction Co.	\$ 193,684.00	Same	7
Milbocker and Sons, Inc.	\$ 195,980.00	Same	8
Nashville Construction Company	\$ 201,762.10	Same	9
Kamminga & Roodvoets, Inc.	\$ 210,951.75	Same	10
Eastlund Concrete Construction, Inc.	\$ 237,848.10	Same	11
Brenner Excavating, Inc.			
Burkett Excavating			
Balkema Excavating, Inc.			

11 Bidders

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

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

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

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

Funding Source:

83558A

Village of Cassopolis	34.88 %
State Restricted Trunkline Funds	65.12 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49031.

59. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810028
 PROJECT STUL 38409-83301
 LOCAL AGRMT. 08-5324
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 07, 2009

ENG. EST. LOW BID
 \$ 1,012,805.50 \$ 1,008,004.33

% OVER/UNDER EST.
 -0.47 %

0.41 mi of pavement removal, storm sewer, hot mix asphalt, traffic signal, and watermain construction on Wildwood Avenue from Daniel Street to North West Avenue in the city of Jackson, Jackson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bailey Excavating, Inc.	\$ 1,008,004.33	Same	1 **
Concord Excavating & Grading, Inc.	\$ 1,019,906.36	Same	2
Davis Construction, Inc.	\$ 1,082,823.55	Same	3
Peters Construction Co.	\$ 1,096,756.50	Same	4
Dunigan Brothers, Inc.	\$ 1,119,721.80	Same	5
Anderzack - Pitzen Construction	\$ 1,135,829.00	Same	6
Nashville Construction Company	\$ 1,149,362.14	Same	7
Kamminga & Roodvoets, Inc.	\$ 1,205,041.87	Same	8
C & G Myers Construction, LLC	\$ 1,233,286.34	Same	9
Cadwell Brothers Construction	\$ 1,233,842.46	Same	10
3-S Construction, Inc.	\$ 1,258,918.27	Same	11
C & D Hughes, Inc.			
Balkema Excavating, Inc.			
Aggregate Industries-Central Region			
Michigan Paving & Materials Co.			
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
CL Trucking & Excavating, LLC.			
Hoffman Bros., Inc.			
Brady Sand & Gravel, Inc.			

11 Bidders

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

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

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

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

Funding Source:

83301A
 Federal Highway Administration Funds 65.88 %
 City of Jackson 34.12 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49202.

REAL ESTATE

60. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810029 \$ ENG. EST. LOW BID \$ -65,528.00
 PROJECT STE 25031-90351B01
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE -
 COMPLETION DATE - NOVEMBER 15, 2008 -199.4 %

1.50 mi of removal and disposal of an abandon railroad corridor including all rail, plates, spikes, hooks, ties, turnouts, other track material, and miscellaneous rubble and debris within the project limits located south of M-21, west of centerline of I-75 in Flint Township, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED
Nagel Construction, Inc.	\$ -65,528.00	Same 1 **
McDowell Construction, L.L.C.	\$ -24,313.20	Same 2
CRS/Shaw Contracting Co.	\$ -21,769.00	Same 3
Tri-Valley Landscaping, Inc.	\$ 32,202.00	Same 4
Armond Cassil Railroad Construction	\$ 57,808.00	Same 5
North American Dismantling Corp.	\$ 60,988.00	Same 6

6 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: Demolition of improvements located on acquired abandoned railroad corridor. The property is located south of M-21 (Corunna Road) Flint, Township, Genesee County, Michigan.

Benefit: MDOT does not have the personnel or equipment necessary to conduct building demolition so it is more cost effective to contract this type of work.

Funding Source:

90351B01

Federal Highway Administration Funds

80.00 %

Commitment Level: Cost is not fixed; it is based on the best estimate of probably demolition costs. Final cost will be based on if the final cost is either a negative bid or positive bid.

Risk Assessment: Demolition and clearance of this parcel will avoid any potential liability or legal issues involving the public.

Cost Reduction: Demolition of improvements will eliminate maintenance and repair costs.

Selection: The successful bidder will be the highest negative bid, unless there are only positive bids, and then the successful bidder will be the lowest bid.

New Project Identification: Demolition.

Zip Code: 48532.

EXTRAS

61. **Extra 2008 - 151**

Control Section/Job Number: 33010-90270 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: Bergmann Associates, Inc.
Access Engineering, Inc.
SME
JJR, LLC
URS Surface Transportation

Engineer's Estimate: \$22,806,284.15

Description of Project:

1.32 miles of hot mix asphalt road construction and widening, roadway drainage, lighting and landscaping on Farm Lane from Mt. Hope Road north to Wilson Road, on Service Road from west of Farm Lane to east of Farm Lane and on Trowbridge Road from west of Farm Lane to east of Farm Lane, pump station in the northeast quadrant of Farm Lane and Service Road, water main and irrigation system along Farm Lane and Service Road, construct bridge, temporary shoo-fly tracks, permanent track work, and steel piled cut-off walls on Farm Lane on the campus of Michigan State University in the city of East Lansing, Ingham County.

Administrative Board Approval Date:	March 18, 2008	
Contract Date:	March 21, 2008	
Original Contract Amount:	\$21,514,000.16	
Total of Overruns/Changes (Approved to Date):	(5,717.16)	- 0.03%
Total of Extras/Adjustments (Approved to Date):	25,648.03	+ 0.12%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>118,100.27</u>	<u>+ 0.55%</u>
Revised Total	<u>\$21,652,031.30</u>	+ 0.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.09% over the original budget for an **Authorized to Date Amount** of \$21,533,931.03.

Approval of this extra will place the authorized status of the contract 0.64% or \$138,031.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

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

CM 3 (101414A)	
Under Cut at CSX Shoo-Fly	<u>\$118,100.27</u>
Total	<u>\$118,100.27</u>

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

CM 3

While working on the CSX Shoo-fly some unstable soils were encountered. The University Region Soils Engineer determined that the area needed to be undercut and replaced with 6A stone wrapped in a geotextile blanket. The extra cost for Under Cut at CSX Shoo-Fly 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.

This Extra is recommended for approval by the State Administrative Board on October 21, 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:

101414A: FHWA, 79.89%; State Restricted Trunkline, 19.97%; Michigan State University, 0.14%, **90270A:** FHWA, 82.04%; State Restricted Trunkline, 17.46%; Michigan State University, 0.50%, **90272A:** FHWA, 79.87%; State Restricted Trunkline, 19.97%; Michigan State University, 0.16%, 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: 48824.

62. **Extra 2008 - 152**

Control Section/Job Number: 70063-83686 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Nashville Construction Company
11205 Lawrence Hwy.
Nashville, MI 49073

Designed By: URS Corporation
Engineer's Estimate: \$1,288,523.05

Description of Project:

0.04 miles of intersection reconstruction, hot mix asphalt paving, concrete paving, storm sewer, and streetlights at the Randall Street and 68th Avenue intersection, Ottawa County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 7, 2007	
Original Contract Amount:	\$1,321,188.85	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	106,047.93	+ 8.03%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>9,187.63</u>	<u>+ 0.70%</u>
Revised Total	<u>\$1,436,424.41</u>	+ 8.73%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.03% over the original budget for an **Authorized to Date Amount** of \$1,427,236.78.

Approval of this extra will place the authorized status of the contract 8.73% or \$115,235.56 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-067	1 r. 2	\$106,047.93	05/06/08

Contract Modification Number(s): 2 r. 1, 3

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

CM 2		
Damaged / Replaced Lights	23.000 Ea @ \$15.00/Ea	\$345.00
Masonry and Conc Structure, Rem	50.000 Cyd @ \$50.00/Cyd	2,500.00
Monument Preservation	1.000 Ea @ \$600.00/Ea	600.00
Trenching	7.670 Sta @ \$100.00/Sta	767.00
Total		<u>\$4,212.00</u>

CM 3		
Traffic Control Adjustment for Extension of Time		<u>\$4,975.63</u>
Total		<u>\$4,975.63</u>

Grand Total		<u>\$9,187.63</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 2

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on traffic control devices are sometimes damaged by passing motorists. The extra, Damaged / Replaced Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

An existing sign foundation was found that conflicted with the proposed pavement section. The engineer directed the contractor to remove the foundation. The extra cost for Masonry and Conc Structure, Rem 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.

An existing survey monument was found in the project limits that had to be preserved. The engineer directed the contractor to preserve the monument. The extra cost for Monument Preservation 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 plans indicated that temporary pavement would be needed to maintain traffic, but did not indicate trenching to place the pavement. The engineer directed the contractor to trench the area to place the pavement. The extra cost for Trenching 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.

CM 3

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 12 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment for Extension of Time was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on October 21, 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, 62.61%; Ottawa County, 37.39%, 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: 49404.

63. **Extra 2008 - 153**

Control Section/Job Number: 82053-58175 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT
Engineer's Estimate: \$12,363,181.91

Description of Project:

3.52 miles of hot mix asphalt cold milling and resurfacing, concrete patch work and overlay on US-24 (Telegraph Road) from south of Fordson Road northerly to Joy Road, and 7 structure rehabilitations in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 12, 2006	
Original Contract Amount:	\$14,700,952.70	
Total of Overruns/Changes (Approved to Date):	(161,774.03)	- 1.10%
Total of Extras/Adjustments (Approved to Date):	955,501.23	+ 6.50%
Total of Negative Adjustments (Approved to Date):	(58,709.20)	- 0.40%
THIS REQUEST	<u>87,761.67</u>	+ 0.60%
Revised Total	<u>\$15,523,732.37</u>	+ 5.60%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.00% over the original budget for an **Authorized to Date Amount** of \$15,435,970.70.

Approval of this extra will place the authorized status of the contract 5.60% or \$822,779.67 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-032	7 r. 3	\$232,006.72	03/04/08
2008-070	10	\$390,729.50	05/06/08
2008-093	12 r. 1, 13	\$465,000.00	07/01/08
2008-124	18 r. 1	\$45,951.90	09/02/08

Contract Modification Number(s): 22

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

CM 22

Adhesive Anchoring of Vertical Bar, Partial		\$22,582.84
Idle Equipment – S01 Redesign		24,647.63
Supstr conc, For, Fin, and Cure, Night Cast, Partial (S01 of 82053)		18,500.00
Ditch, Plain Cobble	40.000 Syd @ \$55.00/Syd	2,200.00
Reinforcement, Steel Epoxy Coated, Furn Only	7,521.000 Lb @ \$0.65/Lb	4,888.65
Reinforcement, Steel, Epoxy Coated, Expedited, FurnOnly	15,729.000 Lb @ \$0.95/Lb	14,942.55
Total		<u>\$87,761.67</u>

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

CM 22

The structure at southbound US-24 over Hines Drive was originally set up as a deck removal and replacement. Once the deck was removed, it was determined that the existing concrete box beams were too deteriorated to be used. The engineer discussed this with the Federal Highway Administration (FHWA) and the Metro Region Office, and determined that the appropriate fix would be to remove the beams, part of the abutments and part of the piers to accommodate an entirely new superstructure.

Prior to determining that the entire deck should be removed, the engineer directed the contractor to install adhesive anchored bars. The contractor started to drill the holes for the bars and then it was determined that the entire deck should be removed. The contractor also had the steel delivered for the adhesive bars. The engineer determined that the bars could not be used at any other location and the salvage cost would not cover the cost for the contractor to take them to the salvage yard. Therefore; the engineer directed the contractor to take possession of the bars. The extra cost for Adhesive Anchoring of Vertical bar, Partial and Reinforcement, Steel, Epoxy Coated, Expedited, Furn Only 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 contractor encountered delays while waiting for the decision to remove the entire deck. Due to the delays the contractor had idle equipment. The extra cost for Idle Equipment – S01 Redesign is based on records for idle equipment per Section 109.03 of the 2003 Standard Specifications for Construction.

Prior to the redesign of the deck, as noted above, the contractor performed some of the work included in the pay item superstructure concrete form finish and cure. The extra cost for Supstr Conc. Form, Fin and Cure, Night Cast, Partial (S01 of 82053) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when calculating the percent of the item completed and using this to determine the amount to compensate the contractor.

To protect the ditch from erosion, the engineer directed the contractor to place plain cobble stone in the ditch. The extra cost for Supstr Conc. Form, Fin and Cure, Night Cast, Partial (S01 of 82053) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and material needed to complete the work.

The contractor had reinforcement steel delivered to the site prior to the change to the new design. The engineer determined that the bars could not be used at any other location and the salvage cost would not cover the cost for the contractor to take them to the salvage yard. Therefore; the engineer directed the contractor to take possession of the bars. The extra cost for Reinforcement, Steel, Epoxy Coated, Furn Only 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 is recommended for approval by the State Administrative Board on October 21, 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, 81.50%; State Restricted Trunkline, 15.82%; City of Dearborn Heights, 2.26%; SBC Communications, 0.37%; Detroit Edison Company, 0.05%; 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: 48128.

64. **Extra 2008 - 154**

Control Section/Job Number: 63052-50291 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: Parson Brinckerhoff Michigan, Inc.
Engineer's Estimate: \$12,701,882.38

Description of Project:

1.80 miles of hot mix asphalt roadway reconstruction, water main replacement, sanitary sewer replacement, storm sewer replacement and retaining wall construction on US-24 from south of Orchard Lake Road to Elizabeth Lake Road and deck overlay, joints and substructure repair on 2 bridges over the Clinton River, and 0.09 miles of constructing a right turn lane on M-59 eastbound from west of US-24 to US-24 southbound in the cities of Pontiac and Sylvan Lake, Oakland County.

Administrative Board Approval Date:	July 19, 2005	
Contract Date:	August 16, 2005	
Original Contract Amount:	\$13,744,490.79	
Total of Overruns/Changes (Approved to Date):	(804,949.50)	- 5.86%
Total of Extras/Adjustments (Approved to Date):	503,549.23	+ 3.66%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>417,620.38</u>	<u>+ 3.04%</u>
Revised Total	<u>\$13,860,710.90</u>	+ 0.84%

Offset Information

Total Offsets This Request	(\$4,485.00)	- 0.03%
Net Revised Request	\$413,135.38	3.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.20% under the original budget for an **Authorized to Date Amount** of \$13,443,090.52.

Approval of this extra will place the authorized status of the contract 0.84% or \$116,220.11 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 28, 32, 81, 104 r. 1, 105, 110, 111

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

CM 28		
Sub-grade Undercutting, Stone	4,500.000 Cyd @ \$36.63/Cyd	<u>\$164,835.00</u>
Total		<u>\$164,835.00</u>
CM 28 Offset Information		
Sub-grade Undercutting, Type I	-750.000 Cyd @ \$5.98/Cyd	<u>(\$4,485.00)</u>
Total		<u>(\$4,485.00)</u>
CM 32		
Aggregate Base, 6 inch, Adjustment		<u>\$150,000.00</u>
Total		<u>\$150,000.00</u>
CM 81		
Edna Street Sanitary Tap, Dan's Excavating		<u>\$57,486.00</u>
Total		<u>\$57,486.00</u>
CM 104		
24 inch Drain Cleanout, Station 599+50		<u>\$7,946.94</u>
Total		<u>\$7,946.94</u>
CM 105		
ADA Ramp Restorations		<u>\$1,367.45</u>
Total		<u>\$1,367.45</u>
CM 110		
Push Button, Mod Motor City		<u>\$22,313.99</u>
Total		<u>\$22,313.99</u>
CM 111		
Edna Street Sewer Tap – Inland Waters		<u>\$13,671.00</u>
Total		<u>\$13,671.00</u>
Grand Total		<u>\$417,620.38</u>

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

CM 28

The Metro Region Materials and Testing Engineer requested that the backfill material for the subgrade undercutting be changed from a granular material to a 21AA aggregate. This was due to concerns with draining the granular material. The extra cost for Sub-grade Undercutting, Stone was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the amount of time, equipment and materials needed to complete the work. The above item is slightly offset by a \$4,485 decrease in the original item.

CM 32

When the contractor bid on the project, the bid was based on using crushed concrete for the aggregate base. Due to concerns with the crushed concrete leaching and plugging the underdrain, the engineer directed the contractor to use a natural aggregate for the aggregate base. The adjustment cost for Aggregate Base, 6 inch, Adjustment was negotiated per Section 103.03 of the 2003 Standard Specifications for Construction. The costs were determined reasonable based on the increased amount of time, equipment and materials needed to complete the work.

CM 81

The existing brick manhole at Edna Street needed to be replaced. This was not discovered until the contractor tried to tap into the structure for the 18 inch sewer. The engineer discussed the manhole with the City of Pontiac and it was determined that the structure should be replaced. This item will compensate the contractor for the new structure, for by-pass pumping of the sewer to complete the work, and for standby time while waiting for a decision on the structure. The extra cost for Edna Street Sanitary Tap, Dan's Excavating was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the amount of time, equipment, and materials needed to complete the work. This extra work is 100 percent funded by the City of Pontiac.

CM 104

While completing work on the storm sewer a plugged outlet was found. The engineer directed the contractor to clean out the line. The contractor worked on cleaning out the line for 2 ½ days. The extra cost for 24 inch Drain Cleanout, Station 599+50 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the amount of time, equipment, and materials needed to complete the work.

CM 105

While meeting the requirements for the Americans with Disabilities Act (ADA), for sidewalk ramps and pedestrian signals, some of the area was disturbed and had to be restored. The extra cost for ADA Ramps Restoration was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the amount of time, equipment, and materials needed to complete the work.

CM 110

The contractor had to move the push buttons to meet the requirements for the ADA. The engineer directed the contractor to complete this work. This extra work included electrical work, installing new conduit, cable, and hand holes, as well as the push button pedestal, pedestal foundation, and sidewalk removal and replacement. The extra cost for Push Button, Mod-Motor City was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the amount of time, equipment, and materials needed to complete the work.

CM 111

While completing the work for the Edna Street sewer tap, noted in contract modification 81 above, the contractor encountered non-hazardous contaminated groundwater. This required the groundwater to be pumped, stored, and then disposed of at an off site location, in order to complete the work. The extra cost for Edna Street Sewer Tap – Inland Waters was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the amount of time, equipment and materials 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.

These Extras are recommended for approval by the State Administrative Board on October 21, 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 extras 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, 77.53 %; State Restricted Trunkline, 15.39%; City of Pontiac, 4.56%; SBC Communication, 0.21%; Waterford Township, 2.31%, 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 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: 48341.

65. **Extra 2008 - 155**

Control Section/Job Number: 63081-51492 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: HNTB, Inc.
Engineer's Estimate: \$54,369,193.18

Description of Project:

5.00 miles of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials, workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 12, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	1,953,260.15	+ 3.72%
Total of Extras/Adjustments (Approved to Date):	3,522,002.32	+ 6.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>562,264.71</u>	<u>+ 1.07%</u>
Revised Total	<u>\$58,599,764.91</u>	+ 11.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.42% over the original budget for an **Authorized to Date Amount** of \$58,037,500.20.

Approval of this extra will place the authorized status of the contract 11.49% or \$6,037,527.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-99	5, 7 r. 1	\$609,881.30	08/07/07
2007-133	18	\$170,000.00	09/18/07
2007-150	15	\$403,888.76	10/02/07
2007-152	14 r. 1	\$472,454.00	10/16/07
2007-159	29	\$190,000.00	11/06/07
2008-060	46 r. 2	\$110,239.79	04/15/08
2008-081	43	\$339,477.16	06/03/08
2008-117	53 r. 1	\$9,733.71	08/19/08

Contract Modification Number(s): 49 r. 2, 50 r. 2, 52 r. 1

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

CM 49

51492A

MITSC Hand hole, Ramp H, Edge Drain, 4-in 1.000 LS @ \$6,503.44/LS 6,503.44

72402A

Adh. Anch. Horz Bars, 3/4" Filler Walls 4.000 Ea @ \$60.00/Ea \$240.00
 Plastic Hand hole Cover 12.000 Ea @ \$32.00/Ea 384.00
 Plastic T-Base Covers 57.000 Ea @ \$38.40/Ea 2,188.80

75229A

Flush Mount 1.000 Ea @ \$404.25/Ea 404.25
 Elec Service Pump-house D02 33,350.03
 Lighting Controllers Doors Disconnects 1.000 LS @ \$4,231.50/LS 4,231.50
 Plastic Hand hole Cover 12.000 Ea @ \$32.00/Ea 384.00
 Plastic T-Base Covers 58.000 Ea @ \$38.40/Ea 2,227.20

Total

\$49,913.22

CM 50**51492A**

Structural Stl, Welded Repair, Erect Spe S08	1,861.000 Lb @ \$36.60/Lb	68,112.60
Conc Surface Coating Field Repair Damaged, S08	1.000 LS @ \$6,000.00/LS	6,000.00
Structural Steel, Plate, Furn and Fab S08	1,861.000 Lb @ \$6.80/Lb	12,654.80
Substructure Horizontal Surface Sealer S08	1.000 LS @ \$5,880.00/LS	5,880.00

72402A

Valley Gutter, Conc, 10-inch		30,868.07
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75229A

Sewer, C1 B, 12 inch, Tr Det C	1,325.000 Ft @ \$39.73/Ft	\$52,642.25
Sewer, C1 B, 15 inch, Tr Det C	25.000 Ft @ \$45.11/Ft	1,127.75
Sewer, C1 B, 18 inch, Tr Det C	80.000 Ft @ \$47.19/Ft	3,775.20
Dr Structure, 24 inch dia	1.000 Ea @ \$710.10/Ea	710.10
Erosion Control, Check Dam, Stone	33.000 Ft @ \$324.90/Ft	10,721.70
Riprap, Plain	26.400 Syd @ \$30.00/Syd	792.00
Conc Barrier, Single Face, Mod, Pump-house		24,844.40
Dr Structure, Reconstruct	39.000 Ea @ \$1,650.16/Ea	64,356.24
Generator Rental, D02		182,710.50
Sign Material, Eliminated		32,646.36
Sign Repairs		8,332.50
Clearing for Fence	6.000 Sta @ \$150.00/Sta	900.00
Sewer Bulkhead, 30 inch	1.000 Ea @ \$600.00/Ea	600.00

Total**\$507,674.47****CM 52****51492A**

Filler Wall Resteel, Epoxy Coated	31.862 Lb @ \$1.75/Lb	\$55.76
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72402A

Filler Wall Resteel, Epoxy Coated	2,640.720 Lb @ 1.75/Lb	4,621.26
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Total**\$4,677.02****Grand Total****\$562,264.71****Reason(s) for Extra(s)/Adjustment(s):****CM 49**

Due to drainage concerns at the bottom of Ramp H, within the conduit and hand holes for the MITS system, the engineer directed the contractor to install 4 inch edge drain. The extra cost for MITSC Hand hole, Ramp H, Edge Drain 4-in is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Within the project limits, 23 existing bridges cross over the M-10 roadway and ramps. The plans required filler wall work at two of the bridges and it was discovered that 16 additional bridges needed filler wall work, requiring various types of fixes. The conditions were discovered after pavement removal operations and as the new pavement grades were being established.

To correct the filler walls and to meet current MDOT standards, the engineer directed the contractor to complete the work. This required several different items to complete the work; including demolition of the existing wall, using adhesive anchors to tie the filler wall into the existing concrete, epoxy coated reinforcement for the filler walls, concrete for the filler walls and a filler wall adjustment item, as well as some original pay items.

The work for the extras for the filler walls was set up on previous contract modification 15. This contract modification also included the offset for the original items. Now the items are being increased to match the current amount needed on the project. The epoxy coated reinforcement, noted below on contract modification 52, is used to strengthen the filler walls and the adhesive anchored bars are used to tie the epoxy coated reinforcement to the existing concrete.

The extra costs for Adh. Anch. Horz Bars, ¾" Filler Walls was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment, and materials needed to complete the work.

Due to concerns with the metallic covers being stolen, the engineer directed the contractor to change the covers to non-metallic. The extra cost for Plastic Hand hole Cover and Plastic T-Base Covers was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the amount of time, equipment, and materials needed to complete the work.

Some of the signs set up to be installed were to be installed through the concrete. The engineer determined that they should be installed using a flush mount bracket and directed the contractor to use this bracket. This item was set up on a previous contract modification and now represents the amount needed to date. The extra costs for Flush Mount were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The engineer requested that the electric service for the pump house should be separated from the freeway lighting electrical. The engineer directed the contractor to install a new service for the pump house. The extra cost for Elec Service Pump-house D02 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer requested that the contractor change the panel doors from metallic to non-metallic at six locations. They also requested that the contractor provide electric disconnects at the same six locations. The extra cost for Lighting Controllers Doors Disconnects is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 50

While completing the work on Nine Mile Road over M-10 the engineer determined that beam G would require repairs. The engineer directed the contractor to repair the beam using structural steel and a welded repair. The extra cost for Structural Stl, Welded Repair, Erect Spe S08; Structural Steel, Plate, Furn and Fab S08 and Minor Traffic Devices S08 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs for the welded repair were deemed reasonable based on the amount of time, equipment, and materials needed to complete the work, while the cost for the structural steel and minor traffic devices were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

After the completion of the repairs on beam G at the Nine Mile Road bridge over M-10, the engineer directed the contractor to repair the paint on the bridge. The extra costs for Conc Surface Coating Field Repair Damaged, S08 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Just prior to opening up the Lodge Freeway (M-10), it was determined that the south half of the pier at Nine Mile Road over M-10 needed to be removed and replaced. The engineer directed the contractor to complete the work, the items needed for this work were set up on contract modification 43. This new item is being set up to complete the substructure surface sealer on the bridge. The extra costs for Substructure Horizontal Surface Sealer S08 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and the amount of time, equipment, and materials needed to complete the work.

As noted above in the write up for contract modification 49, some of the bridges over M-10 needed to have the existing filler walls removed and replaced. This worked caused gapping of the concrete valley gutter work adjacent to the filler walls. To fill in these gapped areas the contractor had to bring their equipment back and pour the short sections of valley gutter. This item is to compensate the contractor for the additional work needed to complete the valley gutter. The extra costs for Valley Gutter, Conc, 10-inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the amount of time, equipment, and materials needed to complete the work.

As per agreement with the contractor, changes were directed by the engineer in the placement of the underdrain by changing the trench detail. The subbase underdrains will be placed in all of the cross culvert trenches, which are consistent throughout this project. This will provide a highly effective drainage system during cross culvert installation, resulting in a better grade for construction as well as enhanced long term subgrade drainage. This will also allow existing underdrains to remain in place in most areas. The cost for this enhanced drainage was negotiated with the contractor, and is reasonable based upon the average unit price difference between Trench Detail B (plan) and Trench Detail C (proposed). The difference between the two details is due to the underdrain located in trench detail C, which changes the backfill requirements for the trench. The material used for backfill around the underdrain is better suited for drainage. The extra costs for Sewer, CI B, 12 inch, Tr Det C; Sewer, CI B, 15 inch, Tr Det C; and Sewer, CI B, 18 inch, Tr Det C were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index. The extra work was offset by a reduction in the original bid items on contract modification 7 and now represents the amount needed to date.

While completing some of the drainage work, conflicts with an existing waterline required the use of smaller drainage structures. The engineer directed the contractor to use 24 inch drainage structures in lieu of the 48 inch set up. This item was originally set up on contract modification 3 and now represents the amount needed to date. This item was also offset by the reduction of the 48 inch diameter structures on contract modification 3. The extra costs for Dr Structure, 24 inch dia were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The engineer directed the contractor to place soil erosion control devices near the vicinity of the ramp to northbound M-10 from the northbound service drive and Nine Mile Road. The extra costs for Erosion Control, Check Dam, Stone and Riprap, Plain were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The single face concrete barrier at two pump houses needed to be modified to match the existing conditions. The engineer directed the contractor to complete the work. The extra costs for Conc Barrier, Single Face, Mod, Pump-house were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and within the project.

The plans indicated that the drainage structures north of M-39 to the end of the project were supposed to be adjusted and fitted with catch basin covers. While completing this work the engineer determined that the top of the drainage structures needed to be removed to adjust the alignment to match the new work. The extra costs for Dr Structure, Reconstruct were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and within the project.

During construction, the existing power service to the DO2 Pump-house was destroyed. The line had not been marked and DTE Energy did not know where it was located. DTE indicated that they would not reconnect the service until all the proposed work in the pump-house was complete. The engineer determined that the pump house was needed and directed the contractor to power the pump house with a portable generator. The extra cost for Generator Rental, D02 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer determined that some of the proposed signs and sign connections would not work for the conditions in the field. This included some of the bridge connection signs as well as the glare screen connections. Once this was determined, the engineer directed the contractor to change to an appropriate connection. This item is set up to compensate the contractor for the materials that have been ordered prior to changing the connections. The excess connections were delivered to the MDOT Sign Shop in Lansing to be used on other locations. The extra costs for Sign Material, Eliminated were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the amount of time and materials used prior to the change.

Once the roadway was opened, but prior to final acceptance, some of the permanent signs installed as part of the contract were damaged by traffic. The engineer directed the contractor to repair and/or replace the signs. The extra costs for Sign Repairs were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and within the project.

The project had fence set up to be installed but did not have an item set up to clear the area for the fence. The engineer directed the contractor to clear so the fence could be installed. The extra costs for Clearing for Fence were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

An existing 30 inch sewer was found during construction that was not indicated on the plans. The engineer directed the contractor to bulkhead the sewer. The extra costs for Sewer Bulkhead, 30 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other items on the project.

CM 52

Within the project limits, 23 existing bridges cross over the M-10 roadway and ramps. The plans required filler wall work at two of the bridges and it was discovered that 16 additional bridges needed filler wall work, requiring various types of fixes. The conditions were discovered after pavement removal operations and as the new pavement grades were being established.

To correct the filler walls and to meet current MDOT standards, the engineer directed the contractor to complete the work. This required several different items to complete the work; including demolition of the existing wall, using adhesive anchors to tie the filler wall into the existing concrete, epoxy coated reinforcement for the filler walls, concrete for the filler walls and a filler wall adjustment item, as well as some original pay items.

The work for the extras for the filler walls was set up on previous contract modification 15. This contract modification also included the offset for the original items. Now the items are being increased to match the current amount needed on the project. The epoxy coated reinforcement, is used to strengthen the filler walls.

The extra costs for Filler Wall Resteel, Epoxy Coated was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment, and materials needed to complete the work.

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

Funding Source:

51492A: FHWA, 80.00%; State Restricted Trunkline, 18.71%; City of Southfield, 1.07%; City of Detroit, 0.22 %.

60336A: FHWA, 81.85%, State Restricted Trunkline, 16.18%; City of Southfield, 1.97 %.

72402A: FHWA, 81.85%; State Restricted Trunkline, 16.12%; City of Southfield, 2.03%.

75229A: FHWA, 81.78%; City of Southfield, 1.51%; City of Detroit, 0.60%, unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48075.

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
October 10, 2008

Kirk T. Steudle
Director



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

October 15, 2008

Ms. Sherry Bond, Secretary
State Administrative Board
P.O. Box 30026
Lansing, Michigan 48909

Dear Ms. Bond:

The Michigan Department of transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts \$25,000 or greater prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09 Emergency Purchases, a letter describing the emergency and action taken shall be submitted to notify the SAB, Civil Service Commission, and other sources, if applicable.

On September 17, 2008, MDOT determined an emergency contract was needed to repair three areas of slope failure on M-60, approximately 300 feet long, due to heavy rains. This slope failure occurred on the outside slope of eastbound M-60, just north of the structure over Michigan Avenue in Jackson County. The slope failure was severe in nature with some seepage about 10 feet down the slope. The emergency work was necessary after the slopes collapsed, causing a void in the embankment. If another rainstorm event would have occurred, this in turn would have caused damage to the adjacent slopes, shoulder guardrail, and eventually the roadway itself. An inspection was conducted by MDOT and determined that immediate action was needed to protect the public and to avoid interruption in commerce.

The Jackson Transportation Service Center (TSC) worked with the Construction & Technology's Geotechnical Unit, University Region Soils and Materials Unit, and the Jackson County Road Commission to develop plans and specifications. Staff determined the best value repair process was to reconstruct the outside slope of eastbound M-60, including the removal of displaced slope material. The work also included installation of curb and gutter, downspouts, and a turf reinforcement mat over the entire slope.

The Jackson TSC solicited bids for repairs of the slope and three bids were received. Bailey Excavating was the lowest bid at \$199,265, and therefore selected. The engineer's estimate was \$187,000. Temporary safety measures were taken to protect the public. Work was completed on September 30, 2008, at a final cost of \$135,834.89. The total cost was significantly lower in price due to fewer materials needed than anticipated.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, chief Administrative Officer, at 517 241-2674.

Sincerely,

 Kirk T. Steudle
Director



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

JENNIFER M. GRANHOLM
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On September 15, 2008, MDOT determined an emergency contract was needed to repair multiple slope failures due to heavy rains, at three separate locations adjacent to I-94 in Calhoun County. The failures occurred both east and west of marker 103 on the north side of westbound I-94, and also on the south side of eastbound I-94 near Riverside Drive. The inspection revealed there was imminent danger to the public requiring emergency slope restoration work to protect the motoring public and avoid interruption in commerce. The Marshall Transportation Service Center developed plans and specifications, and determined the best value was to repair the embankment, restore the slopes at the locations of the slope failures, and to restore positive drainage in the affected areas.

MDOT staff met onsite with contractors September 16, 2008. The engineer's estimate was \$63,800.00, three bids were received, and Hoffman Brothers Excavating was selected as the lowest bidder at \$54,389.00. The work was completed on September 21, 2008, at a final cost of \$54,389.00.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Office, at 517-241-2674.

Sincerely,

 Kirk T. Steudle
Director



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

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On September 15, 2008, MDOT determined an emergency contract was necessary on M-139, about five miles south of I-94 in Berrien County. It was discovered that heavy rains created enormous erosion under the roadway and shoulder, making the roads unsafe for the traveling public. The inspection revealed there was imminent danger to the public requiring emergency slope restoration to protect the motoring public and avoid interruption in commerce.

The Coloma Transportation Service Center solicited bids for slope restoration and met onsite with two contractors on September 15, 2008. Compton Inc. was the lowest bidder at \$25,928.00, and therefore was selected. Restoration of the slope included the installation of two drain structures, installation of filter fabric and shoring-up of the embankment with more limestone. The work was completed on September 25, 2008, at a final cost of \$25,928.00.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,

 Kirk T. Steudle
Director

Mr. Berger presented the Transportation and Natural Resources Committee Report for the regular meeting of October 15, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Berger moved that the Report covering the regular meeting held October 15, 2008, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

SECRETARY

CHAIRPERSON