

APPROVED

December 21, 2010

Michigan State
Administrative Board

Lansing, Michigan

December 7, 2010

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, December 7, 2010, at 11:00 a.m.

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

Others Present:

Frank Monticello, Department of Attorney General; Janet Rouse, Pat Mullen, Department of Technology, Management and Budget; Jean Ingersoll, Department of Transportation

1. CALL TO ORDER:

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

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

Ms. MacDowell moved that the minutes of the regular meeting of November 16, 2010, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

GENERAL SCHEDULE #2 – Michigan Public Schools, 12/7/2010

OTTAWA COUNTY, Treasurer's Office, 12/7/2010

PITTSFIELD CHARTER TOWNSHIP, Clerks' Office, 12/7/2010

DEPARTMENT OF COMMUNITY HEALTH, Health Policy and Access
Division, Certificate of Need Evaluation Section, 12/7/2010

DEPARTMENT OF STATE, Bureau of Regulatory Services, 12/07/2010

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

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

December 7, 2010

December 7, 2010 No. 3

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 November 30, 2010. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Kleine

Approved

Mary G. MacDowell

Member: Katelyn Carey, representing
Lt. Governor Cherry

Approved

Katelyn A. Carey

Member: Steven Liedel, representing
Governor Granholm

Approved

Steven Liedel

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James
Burris, Cindy Collins, Bruce Hassen, Sadi Rayyan, Janet Rouse,
Department of Technology, Management and Budget; Renee Short, City
of Detroit

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

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

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

November 30, 2010 / December 7, 2010
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF CORRECTIONS, ST LOUIS – Pine River and Mid Michigan Correctional Facilities – Consolidate Two Facilities by Fence Relocation
File No. 472/10290.JAG - Index No. 61220
Low Responsive Bidder: MKC Group, Inc., Bay City; \$499,400.00

Purpose/Business Case

The purpose of this contract is to provide for the consolidation of two existing facilities into one administrative facility. The work includes the removal of existing fencing and perimeter security drives, relocation of existing site lighting, relocation of utilities and the installation of new fencing complete with security system.

Benefit

The State will benefit by reducing the operational cost of running and maintaining two separate facilities by consolidating them into one administrative facility. The consolidation will reduce duplicated services, administrative and operational costs.

Funding Source

100% General Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in continued high operating and maintenance costs.

Zip Code

48880

2. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, WAYNE COUNTY – Wayne County Refuge Gateway – Coastal Wetland Restoration
File No. 751/10195.BDW - Index No. 85200
Low Responsive Bidder: Niswander Environmental, L.L.C., Brighton;
\$644,000.00

11/24/10 – 2:30 - FINAL

Purpose/Business Case

The purpose of this contract is to provide construction services to restore 14.75 acres of wetlands and 25 acres of upland buffer along the Detroit River.

Benefit

The State will benefit by conversion of an upland brownfield site to a publicly accessible wetland along the Detroit River.

Funding

100% National Coastal Wetland Conservation Grant through the United States Fish and Wildlife Service

Commitment

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

Risk

Failure to approve this contract will result in loss of federal grant funds to restore this coastal wetland and redevelop this brownfield site.

Zip Code

48183

AWARD OF CONTRACT FOR PROFESSIONAL SERVICES

3. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT,
MUSKEGON – Ott Story Cordova Superfund Site – Operation And Maintenance
Of Groundwater Remediation System
File No. 761/10345.BDH - Index No. 44081
Low Responsive Bidder: FTC&H Inc., Grand Rapids; \$1,385,020.00

Purpose/Business Case

The purpose of this contract is to provide for operation and maintenance of the existing 1.3 million gallon per day groundwater remediation system for one year. As part of the Environmental Protection Agency's (EPA's) Record of Decision (ROD) of 1989, a groundwater treatment plant was designed, built, and made fully operational, and this treatment system has been in full operation since year 2000. This contract will allow the firm to continue to run the groundwater treatment system "round the clock" and staff the facility. Beginning this year, the State of Michigan is to fund the operation and maintenance of this plant. Previously, the state funded 10% of the operating cost with federal funds covering 90%.

Benefit

The State will benefit by continuing to operate and maintain the remediation system to clean up the environmental contamination and comply with the environmental regulations established to protect the environment.

Funding

100% Environmental Protection Bond Fund

Commitment

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

Risk

Failure to approve this contract will result in not getting the professional assistance needed to operate the remediation system and clean up the environmental contamination at the site, therefore violating state and federal environmental regulations.

Zip Code

49445

REVISIONS TO CONSTRUCTION CONTRACTS

- 4. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAYLING – Camp Grayling Training Center – New Company Headquarters and Barracks
File No. 511/08008.EEW - Index No. 11619
Hallmark Construction, Inc., Traverse City; CCO No 2, Incr. \$59,389.15

Purpose/Business Case

The purpose of this change order is to add/delete items to/from the contract to increase operational and energy efficiencies and to comply with the State Building, Plumbing and Electrical Codes. The scope includes revisions to the door hardware schedule, providing a compressor for the dry pipe fire suppression system, removing a portion of the wall above the arms vaults, improving drainage out of the drain pans for the air handling units, installation of electrical disconnects for all kitchen equipment and various small modifications to the design to improve operational efficiencies.

Benefit

The State will benefit by ensuring that the structures are in compliance with the latest State Safety, Building, Health and Energy Codes. The State also benefits by maximizing the use of Federal funds to construct and maintain these new structures.

Funding Source

100% Federal Funds

Commitment

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

Risk Assessment

Failure to approve this change order could result in the facility not meeting the State Safety, Building, Health and Energy Codes as well as DMVA not maximizing the use of Federal funds designated for construction projects

Zip Code

49738

- 5. DEPARTMENT OF TREASURY, VARIOUS LOCATIONS – Demolition of Michigan Land Bank Fast Track Authority (MLBFTA) Properties – Demolition of MLBFTA Properties
File No. 641/09317.IJH - Index No. 07204
Blue Star, Inc. Warren; CCO No. 2, Incr. \$65,000.00

Purpose/Business Case

The purpose of this change order is to provide for the removal and abatement of hazardous materials found in excess of those located during initial surveys. This change also adds the cost of replacing sidewalks and curbs at the demolition properties, in order to leave the sites safe for residents, at unit prices obtained during the original bidding.

Benefit

The State will benefit by complying with hazardous materials regulations, protecting the demolition workers and neighbors, and leaving the demolition sites with safe sidewalks.

Funding Source

100% Federal Neighborhood Stabilization Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor as unit prices as part of the original bidding. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order could result in the loss of federal funds made available to the MLBFTA for demolition of blighted properties, and the retention of blighted residential State-owned properties.

Zip Code

Various

- 6. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, GREGORY
– Main Street Gregory Site – Groundwater Remediation System
File No. 761/03495.RRD - Index No. 44801
ASI Environmental Technologies, Ludington; CCO No. 5, Incr. \$43,600.00

Purpose/Business Case

The purpose of this change order is to provide for the operation of the existing remediation system for 12 additional months, extend the date of substantial completion from November 16, 2010 to November 16, 2011, a total of 365 calendar days, and extend the date of final completion from January 15, 2011 to January 15, 2012, a total of 365 calendar days, in accordance with the contractor's quotation dated October 20, 2010, all through no fault of the contractor.

Benefit

The State will benefit by continuing to remove contamination from the soil at this location, minimizing the spread of contamination and protecting the environment.

Funding Source

100% Environmental Protection Bond Fund

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 spread of contamination, in violation of environmental regulations.

Zip Code

48137

LEASE FOR PRIVATE PROPERTY

7. DEPARTMENT OF CORRECTIONS, SAGINAW – New Lease #11511 with Spadafore Distributing, a Michigan Corporation, 2932 Sanders Road, Lansing, Michigan, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Corrections as Lessee, for 6,326 square feet of office space located at 1835 Treanor Street, Saginaw, Michigan 48601. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning June 1, 2010, or upon substantial completion, is \$17.86 (\$9,415 per month). Effective June 1, 2016 the annual per square foot rate for this space will be \$18.66 (\$9,837 per month). This is a gross Lease with the lessee furnishing exterior grounds maintenance, including lawn maintenance, snow and ice removal, janitorial supplies and service, fluorescent tube and bulb replacement, trash removal, telecommunications and alarm systems. This Lease may be cancelled by either party upon 90-days notice to the other party. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The purpose of this new Lease is to allow the Department of Corrections to remain at their current location. The Department has requested the actual square footage defined within the lease. The original Lease had been previously cancelled and a Month-to-Month agreement was drafted. The Month-to-Month agreement allowed this office to remain using significantly less square footage.

Benefit

This new Lease would benefit the Department by defining the actual square footage used at this location while clarifying responsibilities of both the Lessee and the Lessor. The Department will also save on relocation costs and continue to serve in a central location that is familiar to their clientele. The rental rate is within the current market rate for comparable space.

Funding Source

100% General Fund

Commitment Level

Eleven year Lease with no option; however, this Lease may be cancelled by either party upon 90-days notice to the other party.

Risk Assessment

Non-approval of this Lease will hinder the Department from servicing Saginaw area parolees and incur relocation expenses and a disruption in daily business for the Department.

Zip Code

48601

8. DEPARTMENT OF STATE, LAPEER - New Lease #11454 with Cornerstone Management Team, LLC, a Limited Liability Company, 310 W. Genesee Street, Lapeer, Michigan, 48446 Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of State, as Lessee, for 3,805 square feet of office space located at 301 W. Genesee Street, Suite 105, Lapeer, Michigan 48446. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning January 1, 2011, or upon substantial completion, is \$18.50 (\$5,866 per month). Effective January 1, 2016 the annual per square foot rental rate for this space increases to \$19.00 (\$6,024 per month). This is a full service Lease. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$20.00 (\$6,342 per month) and \$21.50 (\$6,817 per month) respectively. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The current location for the Department of State is not conducive to servicing their clients. It is too small and the access has become difficult due to a redesign of the mall. The new lease will be a full service lease and the rental rate is within market for comparable spaces.

Benefit

A newly designed office will help service the clients more efficiently and the new site is easily accessible. The new location will better serve the community.

Funding Source

26% General, 74% Federal

Commitment Level

10-year lease with two 5-year renewals; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from servicing the community in a better location and more efficient space.

Zip Code

48446

9. DEPARTMENT OF HUMAN SERVICES, LAPEER - New Lease #2710 with Lapeer County, A Governmental Unit, 255 Clay Street, Lapeer, Michigan 48446, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Human Services, as Lessee, for 18,692 square feet of office space and 1,536 square feet of warehouse space located at 1505 Suncrest Drive, Lapeer, Michigan 48446. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning October 1, 2010, is \$8.50 (\$13,240 per month). The warehouse space is leased to the State at \$1 per year including the option period. This rate does not include utilities. This Lease contains two 5-year renewal options with an annual per square foot rental

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rate of \$8.50 (\$13,240 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 lease is with the County of Lapeer at an existing leased location, which houses the Department's programs and services in the area. Additionally, this lease combines the warehouse space into one lease for this location.

Benefit

The Department will benefit from continuing programming for its clients in a familiar location that is centrally located. This location offers enough square footage for daily operations and much needed storage space for important records for convenient archiving and retrieval. This Lease is within current market value for the area.

Funding Source

63% GF/GP Funds

37% Federal Funds

Commitment Level

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

Risk Assessment

Non-approval of this Lease would impede the Department's daily access to Child Protective Services physical case files and interfere with their operation of programs and services.

Zip Code

48446

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

10 DEPARTMENT OF HUMAN SERVICES, CHARLOTTE - Addendum #1 to Lease #4358-2004 approved by the State Administrative Board on March 20, 2001, between the County of Eaton, a Municipal Corporation, 1045 Independence Boulevard, Charlotte, MI 48813, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Human Services, as Lessee, for 18,500 square feet of space located at 1050 Independence Boulevard, Charlotte, MI 48813. This Addendum provides for establishing the rental rate for the renewal option period. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning January 1, 2012, or upon substantial completion, is \$8.45 (\$13,027 per month). This Lease contains one five-year renewal option with an annual per square foot rental rate to be determined at the time of renewal. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The purpose of this addendum is to establish the rental rate for the six-year renewal option beginning January 1, 2012 through December 31, 2016, without any increase from the current rental rate. This space continues to meet the needs of the Agency.

Benefit

Renewal of this space allows the Agency to remain at the current location, under the same terms and conditions, realizing savings from possible relocation costs. The rental rate is within current market rates for comparable space in this market.

Source of Funds

67.89% Federal Funds Participation
32.11% General Fund/General Purpose

Commitment Level

Six-years; 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 uninterrupted service without increase in the current rental rate and could possibly bring about increased costs if they are forced to relocate.

Zip Code

48813

11. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, ROSEVILLE - Addendum #1 to Lease #10822 approved by the State Administrative Board on April 18, 2000, between Cavalier Investments LLC and subsequently assigned to JPMCC 2006-LDP7 12 Mile Road, LLC, a Limited Liability Company, C/O Finsilver/Friedman Management Corporation, 34975 West Twelve Mile Road, Farmington Hills, Michigan 48331, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 6,351 square feet of space located at 15950 Twelve Mile Road, Roseville, Michigan 48066. This Addendum provides for extending the lease term to May 31, 2013, updating the notification provisions and adding updated lease terms. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and it continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning June 1, 2005, or upon substantial completion, is \$23.27 (\$12,318 per month). This Lease contains a standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

This Addendum extends the time the Agency can utilize office space it currently occupies.

Benefit

This Addendum ends a hold-over scenario, updates the notification provisions and updates the Lease terms to mandate electronic funds transfer payment of rent.

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Source of Funds

100% General Funds

Commitment Level

Three years; 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 occupy the Leased premises.

Zip Code

48066

CONTRACT CHANGE ORDER

12. DEPARTMENT OF TECHNOLOGY, MANAGEMENT & BUDGET, DETROIT - CCO #60 for Lease #10785 approved by the State Administrative Board on December 21, 1999, between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management & Budget for the Department of Management & Budget, as Lessee, subsequently renamed the Department of Technology, Management & Budget. This CCO provides for upgrading the audio visual equipment in the MSHDA conference room at Cadillac Place, as requested by the Department of Technology, Management and Budget at a cost not-to-exceed \$50,000.00. The space is located at 3044 W. Grand Blvd, Detroit, MI 48202

Purpose/Business Case

The purpose of this CCO is upgrade audio visual equipment that is currently unreliable and/or broken and retooling of the Detroit Board Room at Cadillac Place on the 4th floor to facilitate viewing and the use of the new video equipment and allow for teleconferencing and enhance the set up and flow of both small and large meetings.

Benefit

This CCO allows for reliable, quality audio and visual transmission during teleconferencing and will save time and travel expenses when conducting teleconference staff, divisional and board meetings between the Lansing and Detroit, MSHDA offices.

Source of Funds

100% General Fund; to be billed back to MSHDA, 100% Restricted Funds

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from having the use of reliable audio and visual equipment and maintaining a quorum for conducting teleconference meetings and avoids the added cost of travel between the Lansing and Detroit, MSHDA offices when conducting necessary staff, divisional and board meetings.

Zip Code

48292

SALE OF STATE-OWNED PROPERTY – DEPARTMENT OF MILITARY AND VETERANS AFFAIRS – CITY OF LANSING, MICHIGAN ARMY NATIONAL GUARD

13. 1992 PA 307 authorizes The Department of Military and Veterans Affairs, with State Administrative Board approval, to convey property located Grayling Township City of Grayling, pursuant to the terms of a written agreement entitled "Offer to Purchase Real Property" between the Michigan Department of Military and Veterans Affairs and Mr. Scott G. Wejrowski, a married man, for the consideration of \$7,600.00. The property to be conveyed is located in the Township of Grayling, County of Crawford, and State of Michigan. The property was appraised at \$7,600.00 by Kenneth R. Arndt & Associates, Inc., of Gaylord on August 9, 2010.

Recommendation

That in consideration of \$7,600.00, the sealed bid offer, the property identified below, under the jurisdiction of the Department of Military and Veterans Affairs, is conveyed to Mr. Scott G. Wejrowski. The property is located in the Township of Grayling, County of Crawford, State of Michigan, and is further described as:

A parcel of land in Section 8, T26N, R4W, being Lots 13-16 and 33-36, Block 4, as shown in accordance with the plat of Portage Heights, as recorded in Liber 1 of plats, Page 23, Crawford County records.

14. 1992 PA 307 authorizes The Department of Military and Veterans Affairs, with State Administrative Board approval, to convey property located Grayling Township City of Grayling, pursuant to the terms of a written agreement entitled "Offer to Purchase Real Property" between the Michigan Department of Military and Veterans Affairs and Mr. Scott G. Wejrowski, a married man, for the consideration of \$7,600.00. The property to be conveyed is located in the Township of Grayling, County of Crawford, and State of Michigan. The property was appraised at \$7,600.00 by Kenneth R. Arndt & Associates, Inc., of Gaylord on August 9, 2010.

Recommendation

That in consideration of \$7,600.00, the sealed bid offer, the property identified below, under the jurisdiction of the Department of Military and Veterans Affairs, is conveyed to Mr. Scott G. Wejrowski. The property is located in the Township of Grayling, County of Crawford, State of Michigan, and is further described as:

A parcel of land in Section 8, T26N, R4W, being Lots 17-20 and 29-32, Block 4, as shown in accordance with the plat of Portage Heights, as recorded in Liber 1 of plats, Page 23, Crawford County records.

15. 1992 PA 307 authorizes The Department of Military and Veterans Affairs, with State Administrative Board approval, to convey property located

Grayling Township City of Grayling, pursuant to the terms of a written agreement entitled "Offer to Purchase Real Property" between the Michigan Department of Military and Veterans Affairs and Joseph M. Belanski and Judith A. Belanski, a married couple, for the consideration of \$10,200.00. The property to be conveyed is located in the Township of Grayling, County of Crawford, and State of Michigan. The property was appraised at \$10,000.00 by Kenneth R. Arndt & Associates, Inc., of Gaylord on August 9, 2010.

Recommendation

That in consideration of \$10,200.00, the sealed bid offer, the property identified below, under the jurisdiction of the Department of Military and Veterans Affairs, is conveyed to Joseph M. Belanski and Judith A. Belanski. The property is located in the Township of Grayling, County of Crawford, State of Michigan, and is further described as:

A parcel of land in Section 8, T26N, R4W, being Lots 20-29, Block 19, as shown in accordance with the plat of Portage Heights, as recorded in Liber 1 of plats, Page 23, Crawford County records.

16. 1992 PA 307 authorizes The Department of Military and Veterans Affairs, with State Administrative Board approval, to convey property located Grayling Township City of Grayling, pursuant to the terms of a written agreement entitled "Offer to Purchase Real Property" between the Michigan Department of Military and Veterans Affairs and Mr. Scott G. Wejrowski, a married man, for the consideration of \$4,800.00. The property to be conveyed is located in the Township of Grayling, County of Crawford, and State of Michigan. The property was appraised at \$4,800.00 by Kenneth R. Arndt & Associates, Inc., of Gaylord on August 9, 2010.

Recommendation

That in consideration of \$4,800.00, the sealed bid offer, the property identified below, under the jurisdiction of the Department of Military and Veterans Affairs, is conveyed to Mr. Scott G. Wejrowski. The property is located in the Township of Grayling, County of Crawford, State of Michigan, and is further described as:

A parcel of land in Section 8, T26N, R4W, being Lots 39-43, Block 13, as shown in accordance with the plat of Portage Heights, as recorded in Liber 1 of plats, Page 23, Crawford County records.

JURISDICTIONAL TRANSFER AFFIDAVITS

17. DEPARTMENT OF TREASURY - LAND BANK FAST TRACK AUTHORITY, WAYNE COUNTY – Requests the following property be transferred as authorized by 2003 PA 258, to the Department of Transportation for the following purposes:

The City of Hamtramck Parcels - for continued use as a public right-of-way.

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The Van Buren Township Parcel- for continued preservation as a permanent reserve/scenic strip along I-275.

The transfer shall be by Jurisdictional Transfer Affidavit.

The transferred land is located in Wayne County, Michigan and the description is on file with the State Administrative Board.

RECOVERY ACT FUNDS AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

November 30, 2010 / December 7, 2010
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH,
KALAMAZOO – Michigan Commission for the Blind Training Center – Energy
Upgrades & Renovation
File No. 641/10191.BDW - Index Nos. 36401 and 36402
Low Responsive Bidder: Mavcon Services of Michigan, L.L.C., Kalamazoo;
\$3,499,510.00

Purpose/Business Case

The purpose of this contract is to provide for the construction of heating and ventilation system upgrades, utility upgrades and renovation of the building interior.

Benefit

The State will benefit by reducing energy costs, obtaining budget savings by replacing aging equipment, and achieving safety improvements with onsite emergency electrical generation.

Funding

46% Rehabilitation Services Administration
20% ARRA
20% Private Grant
14% General Fund

Commitment

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

Risk

Failure to approve this contract will result in the loss of Federal American Rehabilitation and Recovery Act grant funds, private grant funds, and would result in the continued energy inefficiency of the existing heating and ventilating system.

Zip Code

49008

AWARD OF CONTRACT FOR PROJECT MANAGEMENT SERVICES

2. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, LANSING
– State Secondary Governmental Complex, Energy Center – Secondary
Governmental Complex Cogeneration Project, Design/Construction Consultant
Services
File No. 071/10222.DCS - Index No. 02034
Recommended Responsive Proposal: Christman Company, Lansing;
\$2,720,081.00

Purpose/Business Case

The purpose of this contract is to provide Design/Construction Consultant Services to implement and complete the Cogeneration System for the Energy Center, at the State Secondary Governmental Complex. The services will include final design, project management, construction, and general conditions to receive and install the previously awarded Early Equipment Procurement Package. Major equipment and systems include two natural gas fired turbine generator sets, two waste heat recovery boilers, two new absorption chillers, associated chilled water pumps, additional electrical switchgear, and standby diesel generator. This project has been submitted and approved for funding through the American Recovery and Reinvestment Act Funds (ARRA) and this contract is the last major phase of the overall construction delivery process for this project.

Benefit

The State will benefit by having professionally prepared final design, construction documents, as well as construction trade labor to complete this project and thus maintain our schedule to have the Cogeneration system operational by September/October 2011. The Cogeneration system will save and reuse energy that currently is not being utilized.

Funding Source

91% ARRA

9% 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 the State not obtaining the projected net annual energy savings.

Zip Code

48821

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

APPROVED

December 7, 2010

December 7, 2010 No. 19

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

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

Chairperson: Mary G. MacDowell, representing
State Treasurer Kleine

Approved

Mary G. MacDowell

Member: Steven Liedel, representing
Governor Granholm

Approved

Steven Liedel

Member: Iris Lopez, representing
Attorney General Cox

Approved

Iris Lopez

Others: Sherry Bond, James Burris, Janet Rouse, Department of Technology,
Management and Budget; Renee Short, City of Detroit

The Finance and Claims Committee regular agenda and Recovery Act Funds
agenda were presented.

Following discussion, Mr. Liedel moved that the regular agenda and
Recovery Act Funds agenda be recommended to the State Administrative
Board for approval with Items 18(1), 31(1), and 32(1) of the regular
agenda withdrawn. The motion was supported by Ms. Lopez and unanimously
adopted.

Ms. MacDowell adjourned the meeting.

2. DEPARTMENT OF HUMAN SERVICES continued

- 3) Montmorency County Board of NOT TO EXCEED
Of Commissioners/ \$ 45,000.00 Total
MSU Extension FY11-13 100% Federal Fund
Atlanta, MI Two-year, 9-month contract for
Youth/Family Mentor Services in
Montmorency County

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

3. DEPARTMENT OF ATTORNEY GENERAL

- 1) Cooley Law School \$ 9,200.00 Amendment
Lansing, MI \$ 31,600.00 New Total
FY10 100% General Fund
Increase budget ceiling for the
Student Work Study Program
contract

4. DEPARTMENT OF HUMAN SERVICES

- 1) Various DSS-Series \$ 729,420.50 Amendment
(Listing on file) \$ 3,899,420.50 New Total
FY11 100% Federal Fund
Additional funds due to
unanticipated increase in
number of disabled clients
needing Disability
Determination Services
- 2) Wayne County SAFE Program \$ 20,020.00 Amendment
Detroit, MI \$ 604,878.00 New Total
FY11 100% Federal Fund
Additional funds to continue
processing rape kits and
provide sexual assault
advocates

4. DEPARTMENT OF HUMAN SERVICES continued

3)	Various RFC-Series (Listing of file)	\$ 48,248,423.00 Amendment \$547,567,680.00 New Total FY11 34% Federal Fund 66% General Fund Additional funds to continue Residential Foster Care services without interruption while new contract is being processed
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SECTION III - AGENCY SUBMITTED - NEW GRANTS

5. DEPARTMENT OF AGRICULTURE

1)	Various Grantees (Listing on file)	\$ 249,426.00 Total FY11-12 100% Restricted Fund <i>Consumer and Industry Food Safety Education Fund</i> Funding for in-state services for consumer and industry food safety education opportunities
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6. DEPARTMENT OF COMMUNITY HEALTH

1)	University of Detroit d/b/a McAuley Health Center Detroit, MI	\$ 38,712.00 Total FY11 28% Federal Fund 8% Restricted Fund <i>Healthy Michigan Fund</i> 64% Fees/Collections/Local Eleven month grant agreement to provide funding for screening women for cardiovascular disease, stroke, diabetes and other chronic disease risk factors
2)	MIHIN Shared Services Troy, MI	\$ 10,061,682.00 Total FY11 90% Federal Fund 10% General Fund Nine and half month grant agreement to provide funding for improving the Health Information Exchange

7. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- 1) Various Statewide Community Rehabilitation Organizations (Listing on file) \$ 173,909.00 Total FY11-12 100% Federal Fund Federal Rehabilitation Act The Grantees will receive federal funds to stimulate innovation and change leading to better employment outcomes for persons with disabilities in Michigan

8. DEPARTMENT OF HUMAN SERVICES

- 1) Various JABGN11-Series (Listing on file) \$ 206,100.00 Total FY11-12 90% Federal Fund 10% General Fund One-year grants to promote greater accountability among juveniles in the juvenile justice system - Northern Michigan area
- 2) Various BAIBG11-Series (Listing on file) \$ 995,631.00 Total FY11-12 90% Federal Fund 10% Local Funds One-year grants to promote greater accountability juveniles in the juvenile justice system
- 3) Spaulding for Children Southfield, MI \$ 1,200,000.00 Total FY11-13 100% Federal Fund Three-year grant for I-CARE 365 Project to recruit, retain and support resource families for youth in various residential settings

9. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Various Grantees
(Listing on file) \$ 4,710,500.00 Total
FY11 100% Federal Fund
Funding to facilitate and
support various coastal
entities with grants that will
further the objectives of the
Coastal Management Program
- 2) Grand Haven Brownfield
Redevelopment Authority \$ 220,000.00 Total
Grand Haven, MI FY11 100% Restricted Fund
Clean Michigan Initiative Funds
Grant to conduct environmental
response and remediation
activities

10. DEPARTMENT OF STATE POLICE

- 1) Various
(Listing on file) \$ 2,074,558.00 Total
FY11-12 100% Restricted Fund
Michigan Justice Training Fund
Grants will provide in-service
training to attached criminal
justice disciplines

11. DEPARTMENT OF TREASURY

- 1) Grid Logic Incorporated
Metamora, MI \$ 3,000,000.00 Total
FY11-12 100% Restricted Fund
21st Century Jobs Trust Fund
Grant for establishing a Center
focused on the development of a
Michigan-based facility to
develop, test, certify and
manufacture a 15kV class fault
current limiter device sought
by electric utility companies
worldwide

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

12. DEPARTMENT OF AGRICULTURE

1) Alpena Conservation District \$ 300,000.00 Amendment
 Alpena, MI \$ 430,000.00 New Total
FY11-12 100% General Fund
 Additional funding for a one-
 year extension of the grant for
 the Wildlife Risk*A*Syst for
 the Bovine TB Eradication
 Program

13. DEPARTMENT OF COMMUNITY HEALTH

1) Adult Benefit Waiver \$ 0.00 Amendment
 Various Vendors \$117,981,932.00 New Total
 (Listing on file) **FY11 69% Federal Fund**
 31% State General Fund
 Transfer in funding from one
 county health plan to another
 for one year grant agreements
 to provide funding to
 administer the Childless Adult
 Medical Benefits coverage to
 eligible clients

2) Various Vendors \$ 6,901,125.00 Amendment
 (Listing on file) \$184,774,460.00 New Total
FY11 65% Federal Fund
 35% General Fund
 Additional funding for one-year
 grant agreements to provide
 funding for MI Choice Home and
 Community Based Services for
 the elderly and disabled waiver
 program services as an option
 to institutionalization in
 nursing facilities

14. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|---|---|
| 1) | Ingham County Health Dept.
Lansing, MI | \$ 26,261.00 Amendment
\$ 171,926.00 New Total
FY11 100% Federal Fund |
|----|---|---|
- Additional funds to increase recruiting, training, and mobilization of volunteers to educate the community on healthy lifestyle options

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

15. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|-----------------------------|--|
| 1) | AB Sciex
Foster City, CA | \$ 27,645.01 (one-Time)
FY11 100% Federal Fund
071I1300025 Laboratory
Equipment Preventative
Maintenance |
| 2) | left blank intentionally | |

16. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- | | | |
|----|---|--|
| 1) | Crusecom Technology
Consultants, LLC
Oscoda, MI | \$ 47,050.00 (1 year)
FY11-12 100% Federal Fund
071I0200207 Burn Permit Call
Center for the Forest
Management Division |
|----|---|--|

17. DEPARTMENT OF STATE POLICE

- | | |
|---------------------------------------|--|
| 1) ICOP Digital, Inc.
Lenexa, KS | NOT TO EXCEED
\$ 142,285.71 (3 years)
FY11-14 100% Other
<i>Various funding sources</i>
071I0200149 Digital In-Car Video
Systems |
| MPH Industries, Inc.
Owensboro, KY | NOT TO EXCEED
\$ 142,285.71 (3 years)
FY11-14 100% Other
<i>Various funding sources</i>
071I0200149 Digital In-Car Video
Systems |
| L-3 Communications
Boonton, NJ | NOT TO EXCEED
\$ 142,285.71 (3 years)
FY11-14 100% Other
<i>Various funding sources</i>
071I0200149 Digital In-Car Video
Systems |
| Enforcement Video
Plano, TX | NOT TO EXCEED
\$ 142,285.71 (3 years)
FY11-14 100% Other
<i>Various funding sources</i>
071I0200149 Digital In-Car Video
Systems |
| Digital Ally
Overland Parks, KS | NOT TO EXCEED
\$ 142,285.71 (3 years)
FY11-14 100% Other
<i>Various funding sources</i>
071I0200149 Digital In-Car Video
Systems |
| Kustom Signals
Lenexa, KS | NOT TO EXCEED
\$ 142,285.71 (3 years)
FY11-14 100% Other
<i>Various funding sources</i>
071I0200149 Digital In-Car Video
Systems |
| Insight Public Sector
Columbus, OH | NOT TO EXCEED
\$ 142,285.71 (3 years)
FY11-14 100% Other
<i>Various funding sources</i>
071I0200149 Digital In-Car Video
Systems |

18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Deloitte Consulting LLP \$ 4,085,905.00 (2 years)
Detroit, MI **Withdrawn** FY11-12 100% Other
Private Foundation Funds
Michigan Assoc. of United Ways
071I0200241 Bridges Online
Self Service Expansion for the
Department of Human Services
- 2) Gryphon Financial Group \$ 1,000,000.00 (1 yr 3 weeks)
Morgan Hills, CA FY11-12 100% Other
A percentage of funds recovered
071I0200236 Credit Recovery
Services-Statewide
- 3) left blank intentionally
- 4) Beacon Analytics \$ 428,571.42 (4 years)
Nashville, TN FY11-14 100% Other
Fees from additional revenue or
Quantifiable cost avoidance
071I0200239 Pre-qualified
vendor list for Revenue
Maximization
- Health Management Assoc. \$ 428,571.42 (4 years)
Lansing, MI FY11-14 100% Other
Fees from additional revenue or
Quantifiable cost avoidance
071I0200239 Pre-qualified
vendor list for Revenue
Maximization

18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

<p>Con't. 4) Integrated Strategies, Inc. Okemos, MI</p>	<p>\$ 428,571.42 (4 years) FY11-14 100% Other <i>Fees from additional revenue or Quantifiable cost avoidance</i> 071I0200239 Pre-qualified vendor list for Revenue Maximization</p>
<p>Morley Saginaw, MI</p>	<p>\$ 428,571.42 (4 years) FY11-14 100% Other <i>Fees from additional revenue or Quantifiable cost avoidance</i> 071I0200239 Pre-qualified vendor list for Revenue Maximization</p>
<p>Public Consulting Group, Inc. Boston, MA</p>	<p>\$ 428,571.42 (4 years) FY11-14 100% Other <i>Fees from additional revenue or Quantifiable cost avoidance</i> 071I0200239 Pre-qualified vendor list for Revenue Maximization</p>
<p>Sellers Dorsey Philadelphia, PA</p>	<p>\$ 428,571.42 (4 years) FY11-14 100% Other <i>Fees from additional revenue or Quantifiable cost avoidance</i> 071I0200239 Pre-qualified vendor list for Revenue Maximization</p>
<p>Sivic Solutions Group New Hartford, NY</p>	<p>\$ 428,571.42 (4 years) FY11-14 100% Other <i>Fees from additional revenue or Quantifiable cost avoidance</i> 071I0200239 Pre-qualified vendor list for Revenue Maximization</p>

18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

5) Various \$ 1,459,536.00 (5 years)
(Listing on file) **FY11-15** 100% Various Funds
See bid tab for list of funds
071I0200218 Elevator
Maintenance Services Statewide

19. DEPARTMENT OF TRANSPORTATION

1) VetCorp, Incorporated NOT TO EXCEED
Frederick VA \$ 2,918,208.96 (3 years)
FY11-14 100% Restricted Fund
071I0200052A Herbicides

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

20. DEPARTMENT OF COMMUNITY HEALTH

1) Michigan Peer Review \$ 900,120.00 Amendment
Organization \$ 8,351,520.00 New Total
Farmington Hills, MI **FY11-13** 50% General Fund
50% Federal Fund
071B0200072 Additional funding
to add the capability for
telephone authorization for
selected durable medical
equipment and supplies to the
contract for Hospital Admission
Review and Certification

2) UnderGround Security, Co. \$ 38,500.00 Amendment
Grand Rapids, MI \$ 182,132,.00 New Total
FY11 100% Restricted Fund
Vital Records Fees
071B7200270 Additional funding
for a one-year option to the
contract for Vital Records
Storage

21. DEPARTMENT OF CORRECTIONS

- 1) left blank intentionally

22. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Rolling Thunder, Inc. \$ 55,000.00 Amendment
Edar, WI \$ 175,000.00 New Total
FY11 100% Federal Fund
071B8200191 Additional funding
for a one-year option to the
contract for Nationwide
Transport of Heavy Equipment

23. DEPARTMENT OF STATE

- 1) Solutions Thru Software, Inc. \$ 181,000.00 Amendment
Henderson, NV \$ 3,166,744.20 New Total
FY11 100% Federal Fund
071B7200347 Additional funding
for Commercial Driver License
Automated Testing Systems

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Honeywell, Inc. \$ 140,211.00 Amendment
Wixom, MI \$ 560,844.00 New Total
FY11-12 100% Restricted
Restricted Building Occupancy
071B8200047 Additional funding
for an 11-month option to the
contract for Automated Security
Maintenance

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- | | | |
|----|---|---|
| 2) | NEC Corporation of America
Rancho Cordova, CA | \$ 1,318,009.00 Amendment
\$ 6,130,811.96 New Total
FY11 100% Restricted Fund
<i>Criminal Justice Information Fees</i>
071B0200189 Additional funding
for a one-year option to the
contract for the Automated
Fingerprint Identification
System for the Michigan State
Police |
| 3) | Northrop Grumman Systems,
Corporation
Los Angeles, CA | \$ 390,000.00 Amendment
\$ 677,157.87 New Total
FY11 100% Restricted Fund
<i>Training to Locals</i>
071B0200218 Additional funding
for a one-year option to the
contract for the Michigan
Commission on Law Enforcement
Standards (MCOLES) Network
Maintenance for Michigan State
Police |
| 4) | Thomson Reuters Healthcare
Ann Arbor, MI | \$ 650,000.00 Amendment
\$ 1,409,450.00 New Total
FY112 100% Federal Fund
071B9200221 Additional funding
for the contract for the
Medical Management System and
Consulting Services |

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

Various RE:START Vendors

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

- 5) Compuware
(David Hall)
Okemos, MI

NOT TO EXCEED
\$ 158,720.00 Amendment
\$ 483,840.00 New Total
FY11-12 100% Restricted Fund
Health Professionals Fund
071B9200060 Additional funding for a one-year option to the contract for a Senior Programmer to assist the Department of Community Health with continued development of new features and proposed functionality for the License 2000/MyLicense System

- 6) Grafius Consulting
(Steven Grafius)
Holt, MI

NOT TO EXCEED
\$ 152,768.00 Amendment
\$ 305,536.00 New Total
FY11-12 100% Restricted Fund
Corporation Fees
071B0200049 Additional funding for a one-year option to the contract for a Senior Programmer Analyst to assist the Department of Energy, Labor and Economic Growth. Corporation Division's current entity database system and processes which surround the system along with the Re-Write project

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

7)	Hewlett-Packard (Bruce Howard, Joe Sagan) Lansing, MI	NOT TO EXCEED \$ 436,480.00 Amendment \$ 872,960.00 New Total FY11 100% Restricted Fund Rated Services <i>Infrastructure</i> <i>Rated Services</i> 071B0200056 Additional funding for a one-year option to the contract for two Senior Project Managers to assist with the Infrastructure Services Project Management Office development and implementation
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SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

25. DEPARTMENT OF CORRECTIONS

Employee Claims

1) James Dennis \$179.75

The claimant (10-SAB-147) requests \$179.75 reimbursement for his eyeglasses damaged after being assaulted by an inmate. The Committee recommends approval for this claim.

2) Thomas Lindberg \$137.74

The claimant (10-SAB-159) requests \$137.74 reimbursement for his eyeglasses damaged after being assaulted by an inmate. The Committee recommends approval for this claim.

3) Nathan Palmer \$321.00

The claimant (10-SAB-146) requests \$321.00 reimbursement for his eyeglasses damaged while at the gun range. The Committee recommends approval for this claim.

25. DEPARTMENT OF CORRECTIONS continued

Inmate Claims

- 4) Mike Barnhart #290487 \$ 51.99

The claimant (10-SAB/DOC-540) requests \$51.99 reimbursement for his shoes, watch, tape player, headphones and beard trimmers lost while under control of the Department. The Committee recommends approval of \$49.06 for this claim.

- 5) Timothy Brockman #243449 \$ 25.99

The claimant (10-SAB/DOC-497) requests \$25.99 reimbursement for his gym shoes lost during transfer from one facility to another. The Committee recommends approval of this claim.

- 6) Richard Ford #318065 \$ 27.00

The claimant (10-SAB/DOC-491) requests \$27.00 reimbursement for his clothes lost at the laundry. The Committee recommends approval of this claim.

- 7) Calvin Fulbright #212571 \$142.50

The claimant (10-SAB/DOC-422) requests \$142.50 reimbursement for his TV lost while under control of the Department. The Committee recommends approval of this claim.

- 8) Aaron Hernandez #353051 \$151.16

The claimant (10-SAB/DOC-545) requests \$151.16 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$120.93 for this claim.

- 9) Lorenzo Jewell #229903 \$ 80.00

The claimant (10-SAB/DOC-544) requests \$80.00 reimbursement for his Super Radio II lost while under control of the Department. The Committee recommends approval of this claim.

25. DEPARTMENT OF CORRECTIONS continued

10) Cleotis Johnson #252308 \$ 13.42

The claimant (10-SAB/DOC-492) requests \$13.42 reimbursement for his magazine destroyed by staff. The Committee recommends approval of this claim.

11) Gimel Morgan #526927 \$ 39.75

The claimant (10-SAB/DOC-471) requests \$39.75 reimbursement for his watch lost while under control of the Department. The Committee recommends approval of \$44.75 for this claim.

12) Ronald Peterson #447962 \$169.55

The claimant (10-SAB/DOC-539) requests \$169.55 reimbursement for his TV lost while under control of the Department. The Committee recommends approval of \$160.15 for this claim.

13) Demetrius Taylor #254682 \$178.92

The claimant (10-SAB/DOC-541) requests \$178.92 reimbursement for his MP3 player and song downloads lost during transfer from one facility to another. The Committee recommends approval of \$193.52 for this claim.

14) Kenneth Taylor #197957 \$129.32

The claimant (10-SAB/DOC-473) requests \$129.32 reimbursement for his MP3 Player damaged by staff. The Committee recommends approval of this claim.

15) Eddie Treadwell #205017 Unspecified

The claimant (10-SAB/DOC-542) requests reimbursement for an unspecified amount for damage to his typewriter during transfer from one facility to another. The Committee recommends approval of \$169.55 for this claim.

16) Mike Visel #217682 \$ 15.40

The claimant (10-SAB/DOC-488) requests \$15.40 reimbursement for his clothes sent to the laundry and never returned. The Committee recommends approval of this claim.

25. DEPARTMENT OF CORRECTIONS continued

- 17) Kyrus Weems #385036 \$ 94.20

The claimant (10-SAB/DOC-543) requests \$94.20 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$101.08 for this claim.

26. DEPARTMENT OF HUMAN SERVICES

- 1) Bobbie Hodge \$100.00

The claimant (10-SAB-136) requests \$100.00 reimbursement for her vehicle that was vandalized while she was performing State of Michigan business. The Committee recommends approval of this claim.

27. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Michael Ginsburg \$ 31.56

The claimant (10-SAB-137) requests \$31.56 reimbursement for his trailer wheel broken after hitting pothole in the boat launch area of a State park. The Committee recommends denial for this claim.

- 2) Stephen Grider \$183.87

The claimant (10-SAB-128) requests \$183.87 reimbursement for a broken window due to a rock thrown from a lawnmower being operated by an employee at Warner Lake Boating Access Site. The Committee recommends approval for this claim.

- 3) Darlene Kanyo \$999.99

The claimant (10-SAB-131) requests \$999.99 reimbursement for her cameras damaged while at Tahquamenon Falls State Park. The Committee recommends denial for this claim.

- 4) Tonia Jo Price \$104.98

The claimant (10-SAB-129) requests \$104.98 reimbursement for damage to her tent when a tree limb fell on it. The Committee recommends denial for this claim.

27. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT continued

- 5) Nick & Kathy Price \$654.36

The claimant (10-SAB-141) requests \$654.36 reimbursement for squirrel damage to their camper at a State park. The Committee recommends denial of this claim.

28. DEPARTMENT OF STATE

- 1) John Bowman Chevrolet, Inc \$939.64

The claimant (10-SAB-135) requests \$939.64 reimbursement for the difference between the trade-in vehicle price and the auction price due to a Secretary of State error. The Committee recommends approval for this claim.

- 2) Tracy Eve Herald \$ 86.00

The claimant (10-SAB-148) requests \$86.00 reimbursement for towing and impound charges due to a Secretary of State error. The Committee recommends denial for this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

29. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Travis Ogden \$480.00

The claimant (10-SAB-132) requests \$480.00 reimbursement for an ambulance call when he fell in a manhole at Hartwick Pines State Park. The Committee recommends approval for this claim.

SECTION XI - SPECIAL ITEMS

30. CITY OF DETROIT

Requests approval of their petition for relief from the rollback of the 2011 city income tax under Section 503 of the City Income Tax Act (MCL 141.503)

31. DEPARTMENT OF AGRICULTURE

- 1) Requests approval of a cooperative agreement between the Michigan Department of Agriculture and the USDA, Agricultural Marketing Service and the related costs of \$ 45,000.00, General Fund for vegetable and other product inspections

32. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Request approval of a Memorandum of Agreement between the Michigan Department of Natural Resources and Environment and Michigan State University

33. DEPARTMENT OF TREASURY/MICHIGAN STRATEGIC FUND

- 1) Requests approval of the application for designation of a 15-year Renewable Energy Renaissance Zone as follows:

Frontier Renewable Resources, LLC - Kinross Charter Township/Chippewa County Renewable Energy Renaissance Zone commencing January 1, 2011 for Michigan Business Tax and income tax purposes and December 31, 2010 for property tax purposes.

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

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

11/23/2010 9:30 version

FINANCE AND CLAIMS COMMITTEE

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

STATE ADMINISTRATIVE BOARD

December 7, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

1a. DEPARTMENT OF AGRICULTURE

1) Chippewa - East Mackinac Conservation District Sault Ste. Marie, MI	\$ 60,008.00 Total FY11-12 100% Recovery Act Funds One-year grant for Emerald Ash Borer Slow Ash Mortality project
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2a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1) Statewide Workforce Development Boards (Listing on file)	\$ 8,898,071.00 Total FY11 100% Recovery Act Fund (WIA) The Grantees will receive federal ARRA WIA formula allocated funds to provide employment and training Title I activities to job seekers and employers
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2a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH continued

- 2) Statewide Workforce Development Boards
(Listing on file)
- \$ 7,486,694.00 Total
FY11 100% Recovery Act Fund
(WIA)
The Grantees will receive federal ARRA WIA formula allocated funds to provide employment and educational opportunities to at least 1,750 disadvantaged individuals that participate in the Earn and Learn jobs project

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

3a. DEPARTMENT OF COMMUNITY HEALTH

- 1) Various Vendors
(Listing on file)
- \$ 6,152,298.00 Amendment
\$124,981,813.00 New Total
FY11 61.25% Federal Fund
1.5% Recovery Act Fund
29.6% State General Fund
3.59% Restricted Fund
Healthy Michigan Fund
4.06% Private Fund
Additional funds for one-year grant agreement to provide funding for access to critical health services to local public health departments

4a. DEPARTMENT OF HUMAN SERVICES

- 1) Michigan Primary Care Association
Lansing, MI
- \$ 0.00 Amendment
\$ 193,346.00 New Total
FY09-11 100% Recovery Act Funds
Previously approved
Re-submitted to change end date of grant term only

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

5a. DEPARTMENT OF CORRECTIONS

- 1) Greffen Systems, Inc. \$ 48,000.00 (One-Time)
Alpharetta, GA **FY11** 100% Recovery Act Funds
071I1300013 Boiler Sequencer
Units

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

6a. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) A.J. Boggs & Company \$ 490,355.00 Amendment
Okemos, MI \$ 1,701,755.00 New Total
FY11 60% Federal Funds
35% Recovery Act Funds
5% Restricted Fund
Education Jobs Fund
071B7200103 Additional funds
for a one-year option to the
contract for the Michigan
Electronic Grants System
Project for the Department of
Education

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

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

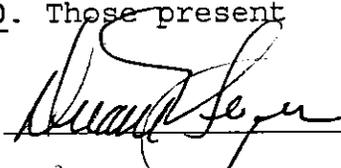
Michigan State
Administrative Board

**COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD**

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

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on December 1, 2010. Those present
being:

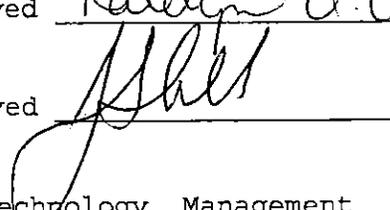
Chairperson: Duane Berger, representing
Secretary of State Land

Approved 

Member: Katelyn Carey, representing
Lt. Governor Cherry

Approved 

Member: James Shell, representing
Attorney General Cox

Approved 

Others: Sherry Bond, Janet Rouse, Department of Technology, Management
and Budget; Connie Hanrahan, Adam Iding, Jean Ingersoll, Chad
Rajala, Betsy Steudle, Department of Transportation

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

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

The Department of Transportation regular and supplemental agendas
were presented.

Correspondence was received from Kirk T. Steudle, the Director of
the Department of Transportation, regarding an emergency contract
for \$69,551.20 with Barrett Paving for repair of pavement at the
intersection of Old M-14 and Farmington Road in the City of
Livonia.

A retroactive letter was received from Kirk T. Steudle, the Director
of the Department of Transportation, regarding Items 7, 12, 40, and
42 of the regular Transportation agenda.

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Following discussion, Mr. Shell moved that the Transportation regular agenda and supplemental agenda be recommended to the State Administrative Board for approval with Items 14, 15, and 26 of the regular agenda contingent upon approval by the Office of Commission Audit. Supported by Ms. Carey, 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: December 1, 2010 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 7, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. **AERONAUTICS AND FREIGHT (Aeronautics) - Update of the Airport Layout Plan**
Contract (2011-0034) between MDOT and the Gogebic County Board of Commissioners will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Gogebic-Iron County Airport in Ironwood, 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 three years. The estimated project amount will be \$10,000. Source of Funds: FAA Funds (via block grant) - \$9,500; State Restricted Aeronautics Funds - \$250; Gogebic County Funds - \$250.

Criticality: The update of the ALP will ensure that future development projects are designed and constructed to the latest federal and state standards.

Purpose/Business Case: To provide for the update of the ALP. This document will incorporate the new commercial service terminal area and parallel taxiway extension.

Benefit: Will meet current FAA standards and guidelines.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49938.

2. **AERONAUTICS AND FREIGHT (Aeronautics) - Update of Airport Layout Plan**
Contract (2011-0037) between MDOT and the City of Grand Haven will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Grand Haven Memorial Airpark in Grand Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$54,000. Source of Funds: FAA Funds (via block grant) - \$51,300; State Restricted Aeronautics Funds - \$1,350; City of Grand Haven Funds - \$1,350.

* Denotes a non-standard contract/amendment

Criticality: The update of the ALP will ensure that future development projects are designed and constructed to the latest federal and state standards.

Purpose/Business Case: To provide for the update of the ALP.

Benefit: Will meet current FAA standards and requirements.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49417.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Relocation of Storage Building

Contract (2011-0038) between MDOT and the City of Battle Creek will provide state grant funds for the relocation of a cold storage building at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through 20 years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of 20 years in accordance with Federal Aviation Administration (FAA) guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$68,000. Source of Funds: State Bond Funds - \$64,600; City of Battle Creek Funds - \$3,400.

Criticality: The relocation of the existing building will provide a usable facility for storing and maintaining the airport's snow removal equipment (SRE), in accordance with FAA standards.

Purpose/Business Case: To provide for the relocation of a cold storage building and associated site work.

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

Funding Source: 95% State Bond Funds and 5% City of Battle Creek 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 with state participation.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49015.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition and Environmental Plan

Contract (2011-0039) between MDOT and the City of Grand Haven will provide federal and state grant funds for the land acquisition costs for parcels E54 and E57/E58, including the update of the Exhibit A property map, and for the preparation of an integrated spill prevention control plan at the Grand Haven Memorial Airpark in Grand Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$70,500. Source of Funds: FAA Funds (via block grant) - \$56,400; State Bond Funds - \$12,337; City of Grand Haven Funds - \$1,763.

Criticality: This project will allow the airport to meet the federal requirements for safety by controlling airport safety areas, will reduce the potential for negative environmental impacts, and will improve overall airfield safety.

Purpose/Business Case: To provide for the land acquisition costs for parcels E54 and E57/E58, including the update of the Exhibit A property map, and for the preparation of an integrated spill prevention control plan.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Grand Haven Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49417.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Development of Airport Layout Plan

Contract (2011-0041) between MDOT and the Al Meyers Airport Corporation will provide state grant funds for the development of an airport layout plan (ALP) at the Meyers-Diver's Airport in Tecumseh, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$26,100. Source of Funds: State Restricted Aeronautics Funds - \$23,490; Al Meyers Airport Corporation Funds - \$2,610.

Criticality: The ALP will include aerial mapping and a topographic survey of the airport, as well as a report comparing the existing airport conditions to the state minimum licensing requirements for general utility airport designation.

Purpose/Business Case: To provide for the development of an ALP. The plans will document major airport facilities, airport boundaries, and runway safety areas.

Benefit: Will comply with state licensing standards and ALP guidelines.

Funding Source: 90% State Restricted Aeronautics Funds and 10% Al Meyers Airport Corporation 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 with state participation.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49286.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition and Design Engineering

Contract (2011-0043) between MDOT and the City of Sandusky will provide federal and state grant funds for the land acquisition costs for parcels 13 and 14, including the update of the Exhibit A property map and environmental assessment (EA), and for the development of engineering plans for the extension of runway 9/27 at the Sandusky City Airport in Sandusky, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$191,503. Source of Funds: FAA Funds (via block grant) - \$181,927; State Restricted Aeronautics Funds - \$4,788; City of Sandusky Funds - \$4,788.

Criticality: The extension of the runway is essential to creating a safer and more efficient system. All land acquisitions are federally mandated to meet FAA safety requirements. All airports are required control runway protection zones. The property acquisitions will allow the airport to meet this federal requirement for safety. An updated Exhibit A property map is required before the airport can receive FAA entitlement monies. The EA will determine the environmental impacts of the runway extension project.

Purpose/Business Case: To provide for the land acquisition costs for parcels 13 and 14, including update of the Exhibit A property map and environmental assessment, and for the development of engineering plans for the extension of runway 9/27.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48471.

7. *AERONAUTICS & FREIGHT (Freight) - Port Authority Operating Assistance

Retroactive Contract (2011-0035) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will provide funding to help finance DWCPA's FY 2011 operations (67 days retroactive). This funding is provided under the provisions of 1978 PA 639. Retroactive approval is necessary to provide for the continuation of ongoing port operations without interruption. The contract is retroactive because MDOT's appropriation bill was not signed until September 30, 2010. The contract will be in effect from October 1, 2010, through September 30, 2011. The contract amount will be \$468,200. Source of Funds: FY 2011 State Restricted Comprehensive Transportation Funds - \$468,200.

Criticality: Approval of this contract is critical to the continued operation of the Port of Detroit.

Purpose/Business Case: To provide financial assistance to DWCPA, pursuant to 1978 PA 639, for the promotion of domestic and foreign trade through the Port of Detroit.

Benefit: Enhanced economic opportunities for the City of Detroit, Wayne County, and the State of Michigan through the facilitation of the movement of goods, the use of all transportation modes, and the development of transportation, industrial, recreation, and commercial facilities within DWCPA's jurisdiction.

Funding Source: FY 2011 State Restricted Comprehensive Transportation funds - \$468,200.

Commitment Level: This contract is based on cost estimates and is limited to the line item appropriation amount.

Risk Assessment: If this contract is not approved, an opportunity could be lost to enhance economic benefits to the City of Detroit, Wayne County, and the State of Michigan through domestic and foreign trade coming through the Port of Detroit.

Cost Reduction: In accordance with the provisions of PA 639 of 1978, MDOT can match only the total of equal shares (25 percent each) contributed by the City of Detroit and Wayne County, for a total MDOT match of 50 percent of the budget, up to \$468,200.

Selection: N/A.

New Project Identification: This contract will provide for the continuation of port services for FY 2011.

Zip Code: 48214.

8. ***FINANCE & ADMINISTRATION - Financial Advisor for MDOT Bonding**

Contract (2011-0040) between MDOT and Public Financial Management, Inc., will provide for the performance of financial advisory services with respect to the financial details of issuing and marketing State Trunkline Fund and refunding bonds, Comprehensive Transportation Fund and refunding bonds, and Grant Anticipation Revenue Vehicles (GARVEE), including maturity schedules, call features, interest payment dates, and rating agency presentations, among other duties. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$240,000. Source of Funds: State Restricted Trunkline Funds and/or State Restricted Comprehensive Transportation Funds, depending on the issue.

Criticality: The consultant will provide specialized financial advisory services, which are not obtainable within state classified service. The previous contract expired in March 2010.

Purpose/Business Case: To provide for specialized bond financial services, which are not obtainable within state classified service.

Benefit: Expert financial advice will maximize MDOT's bond ratings and minimize bond expenses and debt service costs.

Funding Source: Bond financial advisor services are a cost of issuing bonds and are paid for with the bond proceeds.

Commitment Level: The fee is based on fixed costs plus out-of-pocket expenses and is only incurred if MDOT issues bonds.

Risk Assessment: Without this expert financial advice, MDOT could incur excess bond costs, have its bond rating downgraded, and pay additional interest costs on its bonds.

Cost Reduction: Bond financial advisor services are a cost of issuing bonds and are paid for with the bond proceeds. Consultant fees are only incurred if MDOT issues bonds.

Selection: Best value.

New Project Identification: This contract is for an ongoing activity.

Zip Code: 48909.

9. **HIGHWAYS - IDS Time Extension**

Amendatory Contract (2006-0225/A2) between MDOT and URS Corporation Great Lakes will extend the term of the indefinite delivery of service (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z25). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 13, 2006, through December 31, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z25), and the design services under authorization (Z25) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including services under authorization (Z25). No new authorizations will be issued under this IDS contract.

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

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

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

* Denotes a non-standard contract/amendment

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 services under authorization (Z25).

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

10. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z25/R2) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will renew the authorization and extend the authorization term by approximately 13 months to provide sufficient time for the consultant to complete the traffic signal optimization services. The additional time is needed because construction projects and resultant traffic detours unrelated to this project delayed the implementation and evaluation of the traffic signal timings. The original authorization provided for traffic signal optimization services to be performed at various locations along I-696, I-94, M-19, M-3, M-53, and M-59 in Macomb County (CS 50900 - JN 88076C). The revised authorization term will be from December 21, 2006, through December 31, 2009, and from the date of award of this revision through December 31, 2011. The authorization amount remains unchanged at \$643,090.28. The contract term is April 13, 2006, through December 31, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This revision will allow the consultant to complete traffic signal optimization services essential to alleviating congestion and providing safe roadways.

Purpose/Business Case: To renew the authorization and extend the authorization term to provide sufficient time for the consultant to complete the traffic signal optimization services in Macomb County.

Benefit: Will provide sufficient time for the consultant to complete the traffic signal optimization services, which are being performed at various locations in Macomb County. Traffic signal optimization is essential to alleviating congestion and providing safe roadways.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this revision is not approved, essential traffic signal optimization services will not be performed, and an opportunity will be lost to alleviate traffic congestion and improve roadway safety at various locations in Macomb County.

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

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

New Project Identification: This is not a new project.

Zip Code: 48075.

11. HIGHWAYS - IDS University Research Services

Authorization Revision (Z10/R2) under Contract (2006-0414) between MDOT and Michigan Technological University will extend the authorization term by approximately two months to provide sufficient time for the university to complete the research project. The additional time is needed because of a change in research staff. The original authorization provides for a study of the impact of hydrated cement paste quality and the entrained air-void system on the durability of concrete. The revised authorization term will be July 31, 2007, through February 28, 2011. The authorization amount remains unchanged at \$304,826.44. The contract term is 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 and 20% State Restricted Trunkline Funds.

Criticality: This revision will provide the university with sufficient time to obtain additional aggregate samples and run additional freeze-thaw tests that were determined to be needed after phase II of the project was completed.

Purpose/Business Case: Will extend the authorization term by two months to provide sufficient time for the university to complete the research project. The additional time is needed due to a change in research staff.

Benefit: Will provide sufficient time for the university to complete the project and gain a more thorough understanding of issues related to the long-term durability of Portland cement concrete in geographical wet-freeze environments.

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, there will not be a thorough investigation and evaluation of the issues related to the long-term durability of Portland cement concrete in geographical wet-freeze environments.

Cost Reduction: Actual cost basis.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

12. HIGHWAYS - IDS Engineering Services

Retroactive Authorization Revision (Z15/R1) under Contract (2007-0588) between MDOT and Bergmann Associates, Inc., will extend the authorization term by approximately three months to allow the consultant to be reimbursed for services performed in good faith after the authorization expired (172 days retroactive). The original authorization, which expired on June 18, 2010, provided for design services to be performed for bridge replacement and interchange reconstruction work, including maintenance of traffic, on M-100 over I-96 in Clinton County (CS 19022 – JN 104028D). The revised authorization term will be June 19, 2007, through September 18, 2010. The authorization amount remains unchanged at \$690,226.05. The contract term is June 19, 2007, through June 18, 2012. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

This revision is retroactive because the project was delayed by ongoing real estate negotiations for the purchase of right-of-way, without which the design plans could not be completed, and MDOT failed to process an authorization revision before the authorization expired. The consultant completed the designs services in good faith after the authorization expired.

Criticality: This revision will allow the consultant to be reimbursed for services performed in good faith after the authorization expired.

Purpose/Business Case: To retroactively extend the authorization term by approximately three months to allow the consultant to be reimbursed for design services performed in good faith after the authorization expired.

* Denotes a non-standard contract/amendment

Benefit: This revision will allow the consultant to be reimbursed for services performed in good faith after the authorization expired.

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

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

Risk Assessment: If the authorization is not approved, the consultant cannot be reimbursed for services performed in good faith after the authorization expired.

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

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

New Project Identification: This is not a new project.

Zip Code: 48837.

13. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2009-0057/A2) between MDOT and MVA Engineering will provide for the performance of additional services, will increase the contract amount by \$24,500, and will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The additional services will include maintenance updates and independent testing for the bridge design computer program. The original contract provides for the upgrade of MDOT's bridge design computer program. The revised contract term will be January 1, 2009, through December 31, 2011. The revised contract amount will be \$73,500. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: MDOT has begun to use the Load Resistance Factored Design (LRFD) method of bridge design, per Federal Highway Administration requirements. MDOT is designing all major structures using the new LRFD specifications. The maintenance and testing of the bridge design computer program is vital to the safe design of hundreds of bridges in the state.

Purpose/Business Case: To provide for maintenance updates and independent testing for the bridge design computer program, to increase the contract amount by \$24,500, and to extend the contract term by one year. The American Association of State Highway and Transportation Officials (AASHTO) is still changing the design specifications for LRFD, and ongoing adjustments to the program will be necessary.

Benefit: Safe, accurate design of MDOT bridges. All bridges designed in-house by MDOT personnel will depend on the quality of the work done on the bridge design computer program. Bridges designed with the LRFD specifications are expected to have more uniform safety levels and superior serviceability.

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: Virtually all of MDOT's in-house bridge design work would be at risk without proper maintenance updating and independent testing of MDOT's bridge design computer program. This work is necessary to meet AASHTO and federal requirements. The tasks to be performed require specialized knowledge of the system and engineering expertise.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

14. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2009-0442) between MDOT and Surveying Solutions, Inc., will provide for design survey services, including a road design survey and a right-of-way survey, to be performed for the resurfacing of M-102 (8 Mile Road) from the Rouge River to M-39 (CS 82141 – JN 106937C). The consultant will produce a survey report that includes a drainage structure inventory and a witness list for project benchmarks, horizontal control points, and government corners. The authorization will be in effect from the date of award through May 19, 2012. The authorization amount will be \$121,321.20. The contract term is May 20, 2009, through May 19, 2012. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The existing pavement is in need of repair, and the design work will be performed in-house with state forces. In order to meet the designated project schedule, it is necessary to obtain the survey data.

Purpose/Business Case: To provide for design survey services, including a road design survey and a right-of-way survey, to be performed for the resurfacing of M-102 (8 Mile Road) from the Rouge River to M-39.

Benefit: Will improve the pavement condition and the safety of the roadway and will reduce long-term maintenance costs.

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

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

Risk Assessment: If this authorization is not approved and the work is not performed, a combination of alternative repairs and additional maintenance would be needed and the costs would be greater.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48152.

15. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z5/R1) under Contract (2009-0445) between MDOT and RS Engineering, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$49,711.49. The additional services will include design work for the addition of two cantilevers. The original authorization provides for the development of design plans for 35.752 miles of permanent freeway sign upgrading along I-94 from the Jackson/Washtenaw county line to the Washtenaw/Wayne county line and along US-12 from I-94 to the Washtenaw/Wayne county line in Washtenaw County. The authorization term remains unchanged, April 26, 2010, through May 19, 2012. The revised authorization amount will be \$441,940.33. The contract term is May 20, 2009, through May 19, 2012. Source of Funds: 100% Federal Highway Administration Funds.

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

Purpose/Business Case: To provide for the addition of two cantilevers to the design work. The original authorization for the development of design plans for 35.752 miles of permanent freeway sign upgrading along I-94.

Benefit: This project will improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

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

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

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

* Denotes a non-standard contract/amendment

Selection: N/A for revision; qualifications-based for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48909.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2010-0093) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region hot mix asphalt (HMA) program and the Traveling Mix Inspector (TMI) at various locations throughout the Bay Region. The work items will include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 19, 2013. The authorization amount will be \$507,177.25. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

Risk Assessment: If the services were not provided, the HMA work would not have needed oversight, and federal funding could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2010-0094) between MDOT and Wilcox Professional Services, LLC, will provide for traffic signal design assistance services to be performed on an as-needed basis for various projects statewide (CS various - JN 111648C). The authorization will be in effect from the date of award through January 19, 2013. The authorization amount will be \$116,270.53. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: These services are critical to completing necessary projects in a timely manner. The services will allow MDOT to provide the proper paperwork, design plans, and accompanying signal timing to field inspection personnel. The services will also allow MDOT to update the SafeStat database, which will enable MDOT to collect fees associated with power consumption and maintenance costs.

Purpose/Business Case: To provide for traffic signal design assistance services to be performed on an as-needed basis for various projects statewide. The work will include preparing transportation work authorization packages for the inspection of traffic signal installations and updating the SafeStat database. The database contains inventories of electronic traffic control devices and the cost participation information necessary for MDOT to collect the fees associated with power consumption and maintenance of the devices.

Benefit: The inspections will verify that the traffic control devices are properly installed for safe and efficient operation. The update of the SafeStat database will allow MDOT to collect the fees associated with power consumption and maintenance of the devices.

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

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

Risk Assessment: If these services are not performed and the SafeStat database is not updated, MDOT will not be able to collect the fees associated with power consumption and maintenance of the electronic traffic control devices from local agencies.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2010-0122) between MDOT and Materials Testing Consultants, Inc., will provide for as-needed geotechnical investigation services to be performed for various projects in the Southwest Region. The work items include soil borings, geotechnical investigation, soil classification, gradation analysis, permeability testing, and preparation of test reports. The authorization will be in effect from the date of award through February 17, 2013. The authorization amount will be \$252,096.42. The contract term is February 18, 2010, through February 17, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

Cost Reduction: Costs in professional services contracts are 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: 49001.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2010-0186) between MDOT and Professional Service Industries, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region hot mix asphalt (HMA) program and the Traveling Mix Inspector (TMI) at various locations throughout the Bay Region. The work items will include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through June 30, 2013. The authorization amount will be \$371,800.64. The contract term is July 1, 2010, through June 30, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

Risk Assessment: If the services were not provided, the HMA work would not have needed oversight, and federal funding could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

20. *HIGHWAYS - Design Services

Contract (2010-0398) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for the construction of M-231, a new two-lane roadway, from M-45 north to Little Robinson Creek, including new structures over Rich, Buchanan, and Sleeper Streets and a new structure over Stearn's Creek, in Robinson Township, Ottawa County (CS 70114 - JN 88886C/D, 108047D, 108048D, and 108049D). The services will include surveying, geotechnical, and hydraulic work. The contract will be in effect from the date of award through June 1, 2013. The contract amount will be \$1,952,251.19. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The US-31/M-231 projects will relieve congestion and increase safety. This project will include an additional crossing of the Grand River in Ottawa County.

Purpose/Business Case: To provide for the performance of design services for the construction of M-231, a new two-lane roadway, from M-45 north to the Little Robinson Creek, including new structures over Rich, Buchanan, and Sleeper Streets and a new structure over Stearn's Creek, in Robinson Township, Ottawa County.

Benefit: This project will help to reduce congestion, decrease user delays, and increase the safety of the route.

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

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

Risk Assessment: If this contract is not approved, an opportunity will be lost to relieve congestion, reduce user delays, and increase safety, and federal funds could be lost.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is a new project.
Zip Code: 49417.

21. *HIGHWAYS - Construction Engineering Services

Contract (2010-0515) between MDOT and HNTB Michigan, Inc., will provide for as-needed inspection and testing services to be performed at various locations in the Metro Region. The work items include inspection, staking, project administration, and preparation and documentation of project records. The contract amount will be \$4,205,060.82. The contract will be in effect from the date of award through July 1, 2013. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Inspection and testing services are critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is not jeopardized on future projects.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed at various locations in the Metro Region.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48216.

22. HIGHWAYS - Participation for Preliminary Engineering Contract

Contract (2010-5663) between MDOT and the Detroit Riverfront Conservancy, Inc., will provide for participation in the following:

The performance of preliminary engineering activities for non-motorized pathway work along the Detroit River from the General Motors Plaza to Gabriel Richard Park.

Estimated Funds:

Federal Highway Administration Funds	\$2,000,000
Detroit Riverfront Conservancy, Inc., Funds	\$ 500,000
Total Funds	<u>\$2,500,000</u>

TIP 82400 –105721; Wayne County
 Preliminary Engineering by MDOT

* Denotes a non-standard contract/amendment

Criticality: This work is for the design phase of the project. The Detroit Riverfront Conservancy, Inc., has already invested significant time and dollars in the planning of this project. Delaying this phase of the project would delay the construction phase of the project and adversely impact the project schedule.

Purpose/Business Case: To allow MDOT to perform the design for the project and to bill the Detroit Riverfront Conservancy, Inc., for its share of the cost.

Benefit: Will allow the project to move forward and funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to be expended.

Funding Source: Federal Transportation Improvements Program Funds and Detroit Riverfront Conservancy, Incorporated, Funds.

Commitment Level: 80% federal, 20% Detroit Riverfront Conservancy, Inc., based on estimate.

Risk Assessment: Without this contract, the project cannot proceed and these federal funds cannot be expended.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48207.

23. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5758) between MDOT and the City of Cadillac will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Gunn Street from Mitchell Street to Seventh Street and along Seventh Street from Gunn Street to Third Avenue.

Estimated Funds:

State Restricted TED Funds	\$150,000
City of Cadillac Funds	<u>\$ 37,500</u>
Total Funds	<u>\$187,500</u>

EDF 83566 – 110962; Wexford County
Local Letting

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

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

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

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

Commitment Level: 80% state up to \$150,000 and the balance by the City of Cadillac; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49601.

* Denotes a non-standard contract/amendment

24. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2010-5763) between MDOT and the Road Commission for Macomb County will provide for participation in the following improvements:

Non-motorized pathway work along Bridgeview Street from South River Drive northerly to North River Drive and along Jefferson Avenue from Metropolitan Parkway northerly to South River Drive, including hot mix asphalt paving, concrete sidewalk, pedestrian signal, and grading work.

The purpose of this amendment is to provide for the inclusion of federally participating construction engineering, construction materials testing, and inspection work and the associated increase in the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$319,200	\$31,500	\$350,700
Road Commission for Macomb County Funds	<u>\$ 79,800</u>	<u>\$ 7,900</u>	<u>\$ 87,700</u>
Total Funds	<u>\$399,000</u>	<u>\$39,400</u>	<u>\$438,400</u>

Criticality: This amendment will allow the County to be reimbursed with federal funds for eligible costs. Delaying this project would keep the County from receiving proper financial assistance for eligible costs associated with this project.

Purpose/Business Case: To amend the original contract to include costs incurred by the County for construction engineering, construction materials testing, and inspection, which are eligible for reimbursement with federal funds.

Benefit: Will allow the County to receive federal funds for costs that are eligible for reimbursement.

Funding Source: Federal High Priority Project – SAFETEA LU Funds and Road Commission for Macomb County Funds.

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

Risk Assessment: Without this amendment, the County cannot receive federal funds for costs incurred for construction engineering, construction materials testing, and inspection for this project.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48405.

25. *HIGHWAYS - Traffic and Safety Services
 Contract (2011-0014) between MDOT and T-Concepts Corp. will provide for the conduct of a maintenance of traffic simulation (MOTSIM) study and the development of construction staging plans for the replacement of the I-94 bridge deck over I-275 in the City of Romulus, Wayne County, in the Metro Region. The work will include defining the model areas and developing two base-year micro-simulation models. The contract will be in effect from the date of award through July 31, 2011. The contract amount will be \$75,108.69. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: The study will help MDOT to analyze mobility and plan for maintenance of traffic during the construction of the I-94 bridge deck over I-275 in the City of Romulus, Wayne County.

Purpose/Business Case: To provide for a test closure scenario for the replacement of the I-94 bridge deck over I-275 in the summer of 2011. The consultant will use micro-simulation to test alternative staging and closure plans to maintain mobility on I-94 under four closure scenarios. The scenarios will be compared in terms of how well the facility accommodates traffic demand and maintains acceptable speeds, occupancies, and safety.

* Denotes a non-standard contract/amendment

Benefit: MDOT will be provided with a plan for maintaining mobility during work zone closure during the replacement of the I-94 bridge deck over I-275 in the summer of 2011.

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

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

Risk Assessment: If this contract is not approved and the services are not performed, MDOT will not be able to develop and evaluate plans for maintenance of traffic in the designated work zone.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48174.

26. *HIGHWAYS - Construction Engineering Services

Contract (2011-0015) between MDOT and Spicer Group, Inc., will provide for as-needed inspection and testing services to be performed for the Lansing Transportation Service Center (TSC) service area. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The contract amount will be \$856,325.37. The contract will be in effect from the date of award through December 31, 2012. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services will help to fulfill the Lansing TSC's construction oversight needs, which is critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Lansing TSC service area.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48910.

27. HIGHWAYS - IDS Engineering Services

Contract (2011-0044) between MDOT and G2 Consulting Group, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

28. HIGHWAYS - IDS Engineering Services
Contract (2011-0045) between MDOT and Gannett Fleming of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - IDS Engineering Services
Contract (2011-0046) between MDOT and Hamilton Anderson Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - IDS Engineering Services
Contract (2011-0047) between MDOT and Spalding DeDecker Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

31. HIGHWAYS - IDS Engineering Services
Contract (2011-0048) between MDOT and Surveying Solutions, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

32. HIGHWAYS - IDS Engineering Services
Contract (2011-0049) between MDOT and Testing Engineers & Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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.

33. HIGHWAYS - IDS Engineering Services
Contract (2011-0050) between MDOT and Tetra Tech of Michigan, P.C., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
34. HIGHWAYS - IDS Engineering Services
Contract (2011-0051) between MDOT and Tyme Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
35. PASSENGER TRANSPORTATION - Time Extension
Amendatory Contract (99-0331/A4) Between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by three years to provide sufficient time for Amtrak to eliminate additional privately-owned grade crossings along the federally-designated Detroit - Chicago High Speed Rail Corridor. The original contract provides state and federal funding for the removal of private highway/railroad grade crossings along Amtrak-owned right-of-way in Michigan. The implementation of revenue train service at 110 miles per hour (mph) will begin in early 2011 in Amtrak-owned territory from Kalamazoo west to the Michigan/Indiana border, as approved by the Federal Rail Administration in March 2010, in areas in which all private grade crossings have been eliminated or signalized. The additional time will allow the closure program to continue so that additional segments of the track can be upgraded to 110 mph. The closures will keep private vehicles and slow-moving farm machinery out of the paths of loaded passenger trains at non-signalized crossings. A three-year time extension is requested because extensive time is needed to negotiate and finalize closure agreements. The process may involve price negotiations, title searches and surveys, purchase agreement development, and, in many cases, construction work to provide property owners with alternative access to property. The revised contract term will be July 13, 1999, through December 31, 2013. The contract amount remains unchanged at \$1,166,420. Source of Funds: Federal Highway Administration (FHWA) Funds - \$966,420; FY 2003 State Restricted Comprehensive Transportation Funds - \$200,000.

Criticality: Approval of this amendment is critical to the continuation of this federally-required closure program, the future of high-speed rail, and the safety of Michigan citizens using private crossings used by high-speed trains. The closures will eliminate potential hazards.

Purpose/Business Case: To extend the contract by three years in order to pursue additional private grade crossing closures required to meet federal regulations.

Benefit: As more private grade crossings are eliminated, the current 95 mph revenue train speed can be extended for greater distances. FRA approval for 110 mph speeds was approved with conditions in March 2010; train service at 110 mph is expected to be initiated in February 2011. The closure program is a very important facet of the high-speed corridor improvements necessary to eliminate private crossings and obtain passenger train speeds in excess of the current 95 mph.

Funding Source: FHWA Funds - \$966,420; FY 2003 State Restricted Comprehensive Transportation Funds - \$200,000.

Commitment Level: This is an actual cost contract, based on estimated costs.

Risk Assessment: If this amendment is not approved and additional closures are not accomplished, the areas for increasing train speeds above 95 mph will remain limited and federal funding could be lost.

Cost Reduction: The costs have been reviewed by MDOT's Office of High Speed Rail and Innovative Project Advancement and found to be justified compared with the costs of alternative high-speed programs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

36. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z14/R2) under Master Agreement (2002-0040) between MDOT and the City of Grand Haven will extend the authorization term by one year to provide sufficient time for the City to complete the project. The additional time is needed because the facility renovation project was delayed while the City hired a project manager to oversee the project. The original authorization provides state matching funds for the City's FY 2005 Federal Section 5309 Discretionary Capital Program grant. The revised authorization term will be April 20, 2007, through April 19, 2012. The authorization amount remains unchanged at \$237,346. The toll credit amount remains unchanged at \$4,480. 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 - \$194,357; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$42,989.

Criticality: This revision will provide sufficient for the City to complete the facility renovation project.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$194,357; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$42,989.

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: 49417.

37. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z29/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. SMART did not have an open purchase order for this type of bus and decided to make the purchase through another transit agency's purchase order. The additional time is needed because the other transit agency needed additional documentation in order to comply with procurement requirements. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be June 30, 2005, through December 29, 2011. The authorization amount remains unchanged at \$780,000. 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 - \$624,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$156,000.

Criticality: Approval of this revision will allow SMART to purchase a bus that will improve air quality in Monroe County.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to purchase a transit bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$624,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$156,000.

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: 48226.

38. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2004-0279/A7) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will extend the contract term by eight months to provide sufficient time for the DWCPA to complete the project. The dock and off-shore wharf will be completed by the end of December; however, the terminal site work needs to be performed in warmer weather and cannot start until the dock and off-shore wharf are completed. The original contract provides FY 2003 Federal High Priority Project funds and Federal American Recovery and Reinvestment Act of 2009 (ARRA) funds for architectural and engineering services, project management services, permit fees, and testing for a new terminal facility, dock, and wharf in downtown Detroit. The facility will be designed to harbor cruise ships and other transient vessels visiting Detroit. The revised contract term will be July 7, 2004, through August 31, 2011. The contract amount remains unchanged at \$2,862,158. Source of Funds: Federal Highway Administration (FHWA) Funds - \$1,596,562; FHWA Funds/ARRA - \$809,455; FY 2002 and FY 2010 State Restricted Comprehensive Transportation Funds - \$456,141.

Criticality: Approval of this amendment will allow the DWCPA to complete the project management services needed for the terminal site work.

Purpose/Business Case: To extend the contract term by eight months, through August 31, 2011.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FHWA Funds - \$1,596,562; FHWA Funds/ARRA - \$809,455; FY 2002 and FY 2010 State Restricted Comprehensive Transportation Funds - \$456,141.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, the DWCPA will not be able to complete the terminal site work.

Cost Reduction: The project was bid by the DWCPA and the vendor selected according to Brooks Act requirements.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48214.

39. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z1/R5) under Master Agreement (2004-0420) between MDOT and the Detroit Transportation Corporation (DTC) will extend the authorization term by six months to provide sufficient time for DTC to complete the project. DTC has been working with the vendor on the unique specifications for the vehicle on-board controllers (VOBC) to be installed on the vehicles. The additional time is needed because the updates and modifications needed to install the VOBC on the vehicles have taken longer than anticipated due to the complexity of the software. The original authorization provides state matching funds for DTC's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be September 18, 2003, through June 17, 2011. The authorization amount remains unchanged at \$4,315,936. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,452,749; FY 2004 and FY 2007 State Restricted Comprehensive Transportation Funds - \$863,187.

Criticality: This revision will provide sufficient time for DTC to complete the installation of VOBC on the fleet. The VOBC will make the ride safer and more efficient for drivers and passengers.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,452,749; FY 2004 and FY 2007 State Restricted Comprehensive Transportation Funds - \$863,187.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

40. PASSENGER TRANSPORTATION - Section 5307 Program

Retroactive Project Authorization Revision (Z2/R1) under Master Agreement (2007-0169) between MDOT and the City of Battle Creek will change the purchase of vans to the purchase of a bus and will extend the authorization term by one year to provide sufficient time for the City to complete the project (87 days retroactive). The City is modifying its transit service and has determined that a bus would better meet the service needs. The additional time is needed because, due to the manufacturing schedule, the new vehicle will be delivered after the authorization expiration date and then the vehicle locator system must be added to the vehicle. The original authorization, which expired on September 11, 2010, provided state matching funds for the City's FY 2007 Federal Section 5307 Urbanized Area Formula Capital and Surface Transportation Planning Program grant. The revised authorization term will be September 12, 2007, through September 11, 2011. The authorization amount remains unchanged at \$146,000. The toll credit amount remains unchanged at \$3,200. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$120,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$26,000.

This revision is retroactive because the City did not request a timely extension because its general manager retired on short notice and the request to extend the authorization was overlooked. The new manager now has a contract monitoring system in place to track the terms of the City's contracts.

Criticality: Approval of this revision will allow the City to procure a vehicle that is necessary to improve efficiency and ensure the safe operation of the City's public transportation system.

Purpose/Business Case: To change the purchase of vans to the purchase of a bus and to extend the authorization term by one year to provide sufficient time for the City to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$120,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$26,000.

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.

41. PASSENGER TRANSPORTATION - Section 5310

Project Authorization Revision (Z3/R1) under Master Agreement (2007-0194) between MDOT and the Clare County Transit Corporation will increase funding by \$7,520 in federal funds and \$1,880 in state funds to provide for the partial purchase of an additional bus, which will increase the number of buses to be purchased from up to four to up to five. The original authorization provides state matching funds for the Clare County Transit Corporation's FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The authorization term remains unchanged, August 29, 2008, through August 28, 2011. The revised authorization amount will be \$335,800. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$268,640; FY 2008 and FY 2011 State Restricted Comprehensive Transportation Funds - \$67,160.

Criticality: Approval of this authorization will allow the Clare County Transit Corporation to purchase a vehicle to replace a vehicle that has reached the end of its useful life. The replacement vehicle is needed to ensure passenger safety.

Purpose/Business Case: To provide additional funding for the purchase of up to one vehicle.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$268,640; FY 2008 and FY 2011 State Restricted Comprehensive Transportation Funds - \$67,160.

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: 48625.

42. *PASSENGER TRANSPORTATION - Rail Passenger Operating

Retroactive Contract (2011-0042) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide financial assistance for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, Michigan, and Chicago, Illinois, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, and New Buffalo, Michigan, and Chicago, Illinois. Retroactive approval is necessary to provide for the continuation of ongoing rail passenger service without interruption. The contract is retroactive because negotiations took longer than anticipated due to necessary analysis of the projected fuel and freight railroad maintenance costs for FY 2011. The contract will be in effect from October 1, 2010, through September 30, 2011. The contract amount will be \$8,200,000. Source of Funds: FY 2011 State Restricted Comprehensive Transportation Funds - \$8,200,000.

Criticality: Approval of this contract is critical to the continued provision of rail passenger service at the current levels statewide. Without this contract, Amtrak's operation of the state-supported services would be terminated.

Purpose/Business Case: To provide funding to Amtrak for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, Michigan, and Chicago, Illinois, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, and New Buffalo, Michigan, and Chicago, Illinois, for FY 2011.

Benefit: This service helps to provide the people of Michigan with a balanced transportation system.

Funding Source: FY 2011 State Restricted Comprehensive Transportation Funds - \$8,200,000.

Commitment Level: Contract amount is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: If this contract is not approved, rail passenger service to Michigan's traveling public outside of the Detroit - Chicago Corridor could be discontinued.

Cost Reduction: Amtrak and MDOT continue to work together to provide a service that continues to increase ridership and revenues. Continued increases in ridership and revenues will decrease the cost of operation.

Selection: N/A.

New Project Identification: This is an ongoing service.

Zip Code: 48909.

43. TRANSPORTATION PLANNING - Update and Maintenance of Congestion Management System

Authorization (Z20) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update and maintenance of the Congestion Management System for GVMC member agencies using information collected by metropolitan planning organization (MPO) staff. The project will allow the local units of government to develop congestion mitigation strategies and priorities for improvements to the federal aid system. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$75,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% GVMC Funds.

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

Purpose/Business Case: To provide for the update and maintenance of the Congestion Management System.

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

44. TRANSPORTATION PLANNING - Update of Pavement Management System Database

Authorization (Z21) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update of the pavement management system database for GVMC member agencies. The project will allow the local units of government to develop pavement maintenance strategies and to prioritize resurfacing and reconstruction projects. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$180,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% GVMC Funds.

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

Purpose/Business Case: To provide for the update of the pavement management system database with current pavement condition data gathered by the local units of government. The project will allow the local units of government to develop pavement maintenance strategies and to prioritize resurfacing and reconstruction projects.

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

45. TRANSPORTATION PLANNING - Update of Geographic Information System Database

Authorization (Z22) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update of the regional Geographic Information System (GIS) database for the Grand Rapids metropolitan area. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$37,500. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% GVMC Funds.

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

Purpose/Business Case: To provide for the update of the regional GIS database for the Grand Rapids metropolitan area. The data will be entered into the Travel Demand Forecast Model, which will be used to address capacity/congestion issues and manage the transportation system.

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

46. TRANSPORTATION PLANNING - Ozone Action Day Program

Authorization (Z23) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Grand Rapids Metropolitan area. GVMC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2011. The authorization amount will be \$80,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% GVMC Funds.

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

Purpose/Business Case: GVMC staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

Benefit: Will raise public awareness of the Ozone Action Day Program in the Grand Rapids Metropolitan 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% GVMC Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

47. TRANSPORTATION PLANNING - Transportation Planning Activities

Authorization Revision (Z22/R1) under Master Agreement (2009-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will increase the authorization amount by \$25,782 in previously obligated FY 2010 funds. The original authorization provides for the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2010, through September 30, 2011. The revised authorization amount will be \$244,244. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

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

Purpose/Business Case: To increase the authorization amount by \$25,782 in previously obligated FY 2010 funds.

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

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

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

* Denotes a non-standard contract/amendment

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

48. TRANSPORTATION PLANNING - Transportation Planning Activities

Authorization Revision (Z23/R1) under Master Agreement (2009-0006) between MDOT and the Macatawa Area Coordinating Council will increase the authorization amount by \$12,031 in previously obligated FY 2010 funds. The original authorization provides for the undertaking of transportation planning activities at the local and regional levels. The term of the authorization remains unchanged, October 1, 2010, through September 30, 2011. The revised authorization amount will be \$70,021. The term of the master agreement is from October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Transit Administration Funds and 20% Macatawa Area Coordinating Council Funds.

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

Purpose/Business Case: To increase the authorization amount by \$12,031 in previously obligated FY 2010 funds. The additional funds will allow the MPO to complete activities specified in its approved Unified Work Program (UWP).

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

49. TRANSPORTATION PLANNING - Ozone Action Day Program

Authorization (Z24) under Master Agreement (2009-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Macatawa area. MACC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$63,499. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% MACC Funds.

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

Purpose/Business Case: MACC staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

50. TRANSPORTATION PLANNING - Data Collection

Authorization (Z25) under Master Agreement (2009-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the collection of traffic counts and other necessary data for the Highway Performance Monitoring System (HPMS). The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$95,654. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

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

Purpose/Business Case: To provide for the collection of traffic counts and other necessary data for the HPMS.

Benefit: Will provide traffic counts and other necessary data for the HPMS, per federal requirements.

Funding Source: Dedicated federal funds that must be passed to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% MACC 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: If the authorization is not approved and required data is not collected, current data may not be available for the HPMS, federal requirements may not be met, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

51. TRANSPORTATION PLANNING - Safety/Operational Analysis

Authorization (Z26) under Master Agreement (2009-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for an analysis of traffic and crash data and the development of alternatives to address identified safety and operational problems. The authorization will be in effect from the date of award through September 30, 2011. The authorization amount will be \$30,544. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

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

Purpose/Business Case: To provide for an analysis of operational and crash data and the development of alternatives to address safety and operational problems identified in the FY 2010 Unified Work Program (UWP) for the City of Holland and the Transportation Improvement Program.

Benefit: Will provide for the development of improvements to address identified safety and operational problems.

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

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

Risk Assessment: If this authorization is not approved, alternatives to address identified safety and operational problems may not be developed, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

52. TRANSPORTATION PLANNING - Transportation Planning Activities

Authorization Revision (Z8/R1) under Master Agreement (2009-0011) between MDOT and the Tri-County Regional Planning Commission will increase the authorization amount by \$78,608 in previously obligated FY 2008 and FY 2009 funds. The original authorization provides for the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2010, through September 30, 2011. The revised authorization amount will be \$649,409. The term of the master agreement is from October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% Tri-County Regional Planning Commission Funds.

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

Purpose/Business Case: To increase the authorization amount by \$78,608 in previously obligated FY 2008 and FY 2009 funds. The additional funds will allow the MPO to complete activities specified in its approved Unified Work Program (UWP).

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

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% Tri-County Regional Planning Commission Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48910.

53. TRANSPORTATION PLANNING - Ozone Action Day Program

Authorization (Z11) under Master Agreement (2009-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will provide for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand the program outreach in the Muskegon area. WMSRDC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2011. The authorization amount will be \$150,931. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 100% Federal Highway Administration Funds.

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

Purpose/Business Case: WMSRDC staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

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

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 100% Federal Highway Administration Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49443.

54. TRANSPORTATION PLANNING - Administration of Planning Activities

Authorization (Z5) under Master Agreement (2009-0026) between MDOT and the TC-TALUS Policy Board will provide for the services of an area director to administer comprehensive and continuing transportation and land use planning activities in the Traverse City area. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for the services of an area director to administer comprehensive and continuing transportation and land use planning activities in the Traverse City area.

Benefit: Effective administration and coordination of comprehensive and continuing transportation and land use activities for the Traverse City area.

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

Commitment Level: The cost of the services 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.

Risk Assessment: If this authorization is not approved, the MPO may lack effective administration and coordination of comprehensive and continuing transportation and land use activities for the Traverse City area, 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: 49685.

55. ***TRANSPORTATION PLANNING - Jurisdictional Transfer**

Memorandum of Understanding (MOU) (2011-0032) between MDOT and the Emmet County Road Commission will transfer jurisdiction of M-108/Mackinaw Highway from its southern terminus northerly to the south city limits of the Village of Mackinaw City, a distance of about 0.32 miles, in control section 16071, from MDOT to the Emmet County Road Commission. This MOU will fulfill the intent of Special Trunkline Contract (09-5663), which provides for the rehabilitation of the subject roadway and the subsequent jurisdictional transfer to the County. Jurisdiction will transfer upon the date of the award of this MOU. This is a zero dollar MOU.

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is critical to the allocation of the limited funds available to road agencies for improvements. This MOU will also fulfill the requirements of Special Trunkline Contract (09-5663), which provides for the rehabilitation of the subject roadway and subsequent jurisdictional transfer to the county under a separate MOU.

Purpose/Business Case: To transfer jurisdiction of M-108/Mackinaw Highway from its southern terminus northerly to the south city limits of the Village of Mackinaw City, a distance of about 0.32 miles, in control section 16071, from MDOT to the Emmet County Road Commission.

Benefit: The roadway segment will be assigned the appropriate priority ranking and resources, consistent with its function. This jurisdictional transfer will also fulfill the requirements of Special Trunkline Contract (09-5663).

Funding Source: This is a zero dollar MOU.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of maintaining such a roadway would outweigh the contract cost of a future jurisdictional transfer, and MDOT would be in violation of Section 4 of Special Trunkline Contract (09-5663).

Cost Reduction: When the MOU is in effect, MDOT will no longer have maintenance responsibility for the roadway segment.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49740.

56. *TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2011-0033) between MDOT and the Village of Mackinaw City will transfer jurisdiction of M-108/Nicolet Street from the south city limits of the Village of Mackinaw City northerly to the northern M-108 terminus, located at the I-75 northbound exit ramp, a distance of about 0.75 miles, in control section 16071, from MDOT to the Village of Mackinaw City. This MOU will also fulfill the intent of Special Trunkline Contract (09-5664), which provides for the rehabilitation of the subject roadway and the subsequent jurisdictional transfer to the Village. Jurisdiction will transfer upon the date of award of this MOU. This is a zero dollar MOU.

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is critical to the allocation of the limited funds available to road agencies for improvements. This MOU will also fulfill the requirements of Special Trunkline Contract (09-5664), which provides for the rehabilitation of the subject roadway and subsequent jurisdictional transfer to the county under a separate MOU.

Purpose/Business Case: To transfer jurisdiction of M-108/Nicolet Street from the south city limits of the Village of Mackinaw City northerly to the northern M-108 terminus, located at the I-75 northbound exit ramp, a distance of about 0.75 miles.

Benefit: The roadway segment will be assigned the appropriate priority ranking and resources, consistent with its function. This jurisdictional transfer will also fulfill the requirements of Special Trunkline Contract (09-5664).

Funding Source: This is a zero dollar MOU.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of maintaining such a roadway would outweigh the contract cost of a future jurisdictional transfer and MDOT would be in violation of Section 4 of Special Trunkline Contract (09-5664).

Cost Reduction: When the MOU is in effect, MDOT will no longer have maintenance responsibility for the roadway segment.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49701.

57. *TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2011-0036) between MDOT and the City of Flint will transfer jurisdiction of a portion of the Old M-54 business route/Saginaw Street comprising all roadway remaining of the Old M-54 business route in the City of Flint, including the Saginaw Street bridge over Thread Creek and the north and south approaches to the bridge, a distance of about 0.06 miles, in control section 25851, from MDOT to the City of Flint. This MOU will fulfill the intent of MOU (2002-0448), which provides for the rehabilitation of the subject roadway and the subsequent jurisdictional transfer to the City. Jurisdiction will transfer upon the date of award of this MOU. This is a zero dollar MOU.

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is critical to the allocation of the limited funds available to road agencies for improvements. This MOU will also fulfill the requirements of MOU (2002-0448), which provides for the rehabilitation of the subject roadway and subsequent jurisdictional transfer to the City under a separate MOU.

Purpose/Business Case: To transfer jurisdiction of part of the Old M-54 business route from MDOT to the City of Flint. This roadway segment was excluded from jurisdictional transfer under MOU (2002-0448) so that MDOT could replace the bridge superstructure.

Benefit: The roadway segment will be assigned the appropriate priority ranking and resources, consistent with its function. This jurisdictional transfer will also fulfill the requirements of MOU (2002-0448).

* Denotes a non-standard contract/amendment

Funding Source: This is a zero dollar MOU.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of maintaining such a roadway would outweigh the contract cost of a future jurisdictional transfer and MDOT would be in violation of MOU (2002-0448).

Cost Reduction: When the MOU is in effect, MDOT will no longer have maintenance responsibility for the roadway segment.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48502.

EXTRAS

59. **Extra 2010 -149**

Control Section/Job Number: 73081-106318 MDOT Project

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

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

Contractor: Saginaw Asphalt Paving Co.
1 Carrollton Rd
Saginaw, MI 48604-2312

Designed By: MDOT

Engineer's Estimate: \$888,403.56

Description of Project:

8.78 mi of hot mix asphalt cold milling, resurfacing, and centerline corrugations on M-81 from Indiantown Road easterly to Wadsworth Avenue, Saginaw County.

Administrative Board Approval Date:	November 3, 2009	
Contract Date:	December 10, 2009	
Original Contract Amount:	\$819,668.78	
Total of Overruns/Changes (Approved to Date):	273,355.83	+ 33.35%
Total of Extras/Adjustments (Approved to Date):	32,597.85	+ 3.98%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>67,609.98</u>	<u>+ 8.25%</u>
Revised Total	<u>\$1,193,232.44</u>	+ 45.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 37.33% over the original budget for an **Authorized to Date Amount** of \$1,125,622.46.

Approval of this extra will place the authorized status of the contract 45.58% or \$373,563.66 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		
Force Account for Joint Repairs	67,609.98 Dlr @ \$1.00/Dlr	<u>\$67,609.98</u>
Total		<u>\$67,609.98</u>

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

CM 3

After the original milling and resurfacing contract work was complete, the new overlaid composite pavement (hot mix asphalt over concrete) experienced an unpredictable expansion of the substrate pavement. The thermal expansion movements at various spot locations were a result of 90 degree plus weather within the project limits, the point of beginning to ending. This abnormal heaving of the new pavement at approximately 20 locations had bumps that were not acceptable to our ride quality standards and to the motoring public. The engineer directed the contractor to perform joint repairs at these locations with the proposed plan to mill the area, remove the poor loose deteriorated material, fill the void and resurface with HMA material. The extra cost for Force Account for Joint Repairs was determined per Section 109.07 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials.

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

This Extra was recommended for approval by the State Transportation Commission at its November 18, 2010, meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: American Recovery and Reinvestment Act funds, 90%; DEB, 10%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48601.

60. **Extra 2010 -151**

Control Section/Job Number:	81104-84054	MDOT Project
State Administrative Board -	This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Rieth-Riley Construction Co., Inc. PO Box 477 Goshen, IN 46527-0477	
Designed By:	MDOT TETRA TECH	

Engineer's Estimate: \$17,780,506.60

Description of Project:

12.14 mi of hot mix asphalt cold milling and overlay, rehabilitation and reconstruction of ramps, upgrade of ramp tapers, shoulder widening, guardrail upgrades, and drainage improvements on I-94 from Freer Road to Parker Road and from the Washtenaw County line to Freer Road, Washtenaw County. This project includes three 5 year materials and workmanship pavement warranties and a 3 year pavement performance warranty.

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	July 17, 2009	
Original Contract Amount:	\$17,262,235.56	
Total of Overruns/Changes (Approved to Date):	(928,873.96)	- 5.38%
Total of Extras/Adjustments (Approved to Date):	172,760.91	+ 1.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>115,415.12</u>	<u>+ 0.67%</u>
Revised Total	<u>\$16,621,537.63</u>	- 3.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract (4.38%) under the original budget for an **Authorized to Date Amount** of \$16,506,122.51.

Approval of this extra will place the authorized status of the contract (3.71%) or (\$640,697.93) under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 18

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

CM 18		
Value Engineering	115,415.12 Dlr @ \$1.00/Dlr	<u>\$115,415.12</u>
Total		<u>\$115,415.12</u>

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

CM 18

This contract modification is required to approve the contractor's Value Engineering Change Proposal (VECP), which was done in accordance with the Supplemental Specification for Value Engineering Change Proposal (VECP) contained on pages 399-400 of the project proposal. The prime contractor, Rieth-Riley Construction Co., Inc. submitted a VECP on July 17, 2009, for the subject project. The premise for their VECP pertained to temporary concrete barrier wall. It was their concept that permanent guardrail could be placed in lieu of temporary concrete barrier wall throughout the winter of 2009. Guardrail would be placed at proper elevations to protect the motoring public throughout the seasonal shutdown. If necessary, new pay items would be introduced to address the salvaging and reconstruction of the previously placed guardrail to make sure that it was in compliance with the final pavement elevations. Rieth-Riley believed that such a VECP would result in a time savings, a cost savings and increased safety to the motoring public.

After evaluation of the contractor's VECP and discussion with MDOT staff, Rieth-Riley was informed that their proposal had merit and would be evaluated. However, because of the two-year nature of the contract it was not possible to determine the potential monetary savings until the contract work was completed. The job is now complete and a monetary savings have been realized.

The VECP was submitted with a cost savings of \$230,830.24. The contractor is to receive one-half of the net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$115,415.12. The cost for Value Engineering was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as a part of a VECP final quantity review. This VECP was reviewed and approved by MDOT Resident Engineer, James Daavettila, FHWA Area Engineer, Kurt Zachary and MDOT Construction Engineer, Eric Burns on August 25, 2010. Final quantities are documented in the permanent project files according to the MDOT documentation standards.

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

These Extras were recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: American Recovery and Reinvestment Act, 100%, unless otherwise noted

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

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

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

Selection: Low bid.

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

Zip Code: 48118.

61. **Extra 2010 - 152**

Control Section/Job Number:	33082-59547	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Hardman Construction, Inc. 242 S Brye Rd Ludington, MI 49431-9318	
Designed By:	MDOT	
Engineer's Estimate:	\$3,250,228.78	

Description of Project:

0.24 mi of structure replacement and approach work on M-43 westbound over GTW Railroad, Ingham County.

Administrative Board Approval Date:	September 30, 2009	
Contract Date:	October 23, 2009	
Original Contract Amount:	\$2,936,171.77	
Total of Overruns/Changes (Approved to Date):	107,325.96	+ 3.66%
Total of Extras/Adjustments (Approved to Date):	45,272.44	+ 1.54%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>160,697.75</u>	<u>+ 5.47%</u>
Revised Total	<u>\$3,249,467.92</u>	+ 10.67%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.20% over the original budget for an **Authorized to Date Amount** of \$3,088,770.17.

Approval of this extra will place the authorized status of the contract 10.67% or \$313,296.15 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9

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

CM 9		
Revised Sheeting Plan Extra Work	160,697.75 Dlr @ \$1.00/Dlr	<u>\$160,697.75</u>
Total		<u>\$160,697.75</u>

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

CM 9

Due to obstructions encountered, the proposed permanent sheet piling did not reach the proposed tip elevation while driving the sheeting. MDOT's Construction and Technology Division (C&T) developed a revised structure excavation and shoring plan, which detailed additional sheet piling temporarily left in place with walers and struts for reinforcement support to allow work to continue within the influence of the railroad. The contractor, C&T, and the Lansing TSC agreed that the additional steel sheeting would be paid under the contract item of Steel Sheet Piling, Temp, Left in Place. The extra work attributed to this change consisted of walers, struts, additional labor and equipment that would be required for bracing the sheeting, less the salvage value for sheeting removed after the work was completed. The price was provided by the contractor and compared to existing contract items where applicable (steel sheeting). For some of the work items that did not exist on the contract were considered reasonable based on experience with similar work on other contracts (walers, struts and additional bracing). Labor and equipment was considered part of the cost for each item.

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

These Extras were recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted

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

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

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

Selection: Low bid.

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

Zip Code: 48823.

62. **Extra 2010 - 153**

Control Section/Job Number: 47609-105025 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

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

Contractor: Ace Asphalt & Paving Company
115 South Averill Avenue
Flint, MI 48506-4001

Designed By: Livingston County Road Commission

Engineer's Estimate: \$655,218.20

Description of Project:

0.41 mi of center left turn lane construction including hot mix asphalt widening and resurfacing, concrete curb and gutter, culvert, and sewer work on Old US-23 Highway from Newfound Gap northerly to Covington Drive, Livingston County.

Administrative Board Approval Date:	November 17, 2009	
Contract Date:	December 18, 2009	
Original Contract Amount:	\$527,825.49	
Total of Overruns/Changes (Approved to Date):	48,969.23	+ 9.28%
Total of Extras/Adjustments (Approved to Date):	50,020.95	+ 9.48%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>132,738.75</u>	+ 25.15%
Revised Total	<u>\$759,554.42</u>	+ 43.91%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.76% over the original budget for an **Authorized to Date Amount** of \$626,815.67.

Approval of this extra will place the authorized status of the contract 43.91% or \$231,728.93 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Number	Modification	Amount	SAB Date
2010-131	1		\$50,020.95	10/19/10

Contract Modification Number(s): 11, 12, 13, 14

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

CM 11				
Exc tree roots attached to phone line		1.00 Ea @ \$1,191.48/Ea		<u>\$1,191.48</u>
Total				<u>\$1,191.48</u>
CM 12				
Remove and Regrade Staking Error		1.00 Ea @ \$930.43/Ea		<u>\$930.43</u>
Total				<u>\$930.43</u>
CM 13				
Remove Pipe and Regrade Ditch		1.00 Ea @ \$2,958.04/Ea		<u>\$2,958.04</u>
Total				<u>\$2,958.04</u>
CM 14				
Brighton Cty Drain #4 Relocation		1.00 Ea @ \$127,658.80/Ea		<u>\$127,658.80</u>
Total				<u>\$127,658.80</u>
Grand Total				<u>\$132,738.75</u>

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

CM 11

To obtain the proposed cross section at station 18+35 to 18+65, the engineer and contractor agreed to use force account type records to establish a cost to remove old tree stumps and roots that were tangled around two phone lines. These stumps were located under the existing pavement and shoulder of Old US 23. This resulted in, a change in character of work in the earth excavation item due to the sensitivity in working around a live wire. The contractor needed to excavate tree roots and objectionable material, then backfill with existing shoulder gravel at station 18+35 left to 18+65 left to continue building the proposed cross section. The extra cost for Exc tree roots attached to phone line was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

CM 12

A field miscalculation resulted in a staking error of the 24" culvert placed at station 22+42 by the Livingston County Road Commission (LCRC) staff. The staking error resulted in the cross culvert being below the elevation of the county drain, which was the outlet for the water collected upstream of the crossing. The area was re-staked, which raised the invert of the cross culvert to meet the required elevation. The engineer requested the contractor to use force account type records to remove placed aggregate base (21AA) and remove the grade specialized grade stability material (geogrid) from grade 8 feet either side of the 24" culvert. Then re-grade the subgrade, replace geogrid, replace 21AA and fine grade to proper cross section. This resulted in unproductive work operations out of the production sequencing the items were originally constructed. The extra cost for Remove and Regrade Staking Error was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

CM 13

The engineer had to make an adjustment to the proposed drainage plan after the planned contract work was installed. The engineer identified a discrepancy in the plan and the actual ground terrain to promote positive drainage within the project. When the contractor set the north end section and two pieces of pipe (station 20+50 to 20+75) they discovered the pipe was only going to have 2-inches of aggregate base (21AA) cover. Pipe could not be lowered because the ditch would be too deep with steep slopes, and the proposed sewer that crossed Old US 23 at station 22+42 would not have any fall if it was lowered at the west end to match the above mentioned pipe at station 20+20 (Birch Run). Therefore, the pipe was required to be removed and a ditch area re-graded to fall north and south away from station 20+20 (Birch Run). The extra cost for Remove Pipe and Re-grade Ditch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

CM 14

The designer did not take into account the location or condition of Drain #4 within the project limits, station 12+70 right to 22+50 right. As a result, the LCRC required that the drain be up-sized from a 12 inch diameter pipe to a 15 inch diameter pipe to accommodate road water and documented stream flooding. In light of the necessity of reconstructing the county drain, the ditch section was eliminated. The engineer discussed the situation with Jim Daavettila at MDOT's Brighton TSC and requested the contractor to provide new extra item prices for the installation of a 15-inch Class A sewer with a backfill material suitable for the ground.

During the progress of work, unfavorable site conditions, including soils, water table level and ground water flow presented great challenges upon the commencement of sewer construction. The LCRC and the contractor agreed to keep force account type records for equitable payment upon completion. The sewer was constructed over 10 work days, June 8th through June 19th. Ground water elevation was maintained continually through the use of 4 pumps running around the clock. In addition, the trench was over excavated to maintain a safe work zone and minimize loss of road structure. Extensive use of sheeting was also used to support the trench. To provide structure and stability, the engineer instructed the contractor to utilize both stone aggregate material 1x3 and 6A as trench backfill. Catch basin structures required significant undercuts, along with stone backfill to provide a stable base.

Depth and widths were measured by the LCRC inspector and verified by the contractor. The extra cost for Brighton Cty Drain #4 Relocation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2010 meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: FHWA, 80%; Livingston County, 20%; unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48116.

63. **Extra 2010-154**

Control Section/Job Number:	28555-35580	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extras exceed the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Elmer's Crane and Dozer, Inc. 3600 Rennie School Rd Traverse City, MI 49684-9170	
Designed By:	Grand Traverse County Road Commission	
Engineer's Estimate:	\$982,135.55	
Description of Project:	0.98 mi of road reconstruction and realignment including minor curve relocation, tree removal, drainage structures, erosion control, aggregate base, shoulder, hot mix asphalt paving, and pavement markings on Cedar Run Road from Gray Road to Harris Road, Grand Traverse County.	

Administrative Board Approval Date:	March 16, 2010	
Contract Date:	April 15, 2010	
Original Contract Amount:	\$589,451.61	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	62,280.53	+ 10.57%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>11,661.20</u>	<u>+ 1.98%</u>
Revised Total	<u>\$663,393.34</u>	+ 12.55%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.57% over the original budget for an **Authorized to Date Amount** of \$651,732.14.

Approval of this extra will place the authorized status of the contract 12.55% or \$73,941.73 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Number	Modification	Amount	SAB Date
2010-123	1		\$62,280.53	10/19/10

Contract Modification Number(s): 2

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

CM 2

Driveway Grading	890.00 Syd @ \$1.58/Syd	\$1,406.20
Embankment, CIP, special	850.00 Cyd @ \$9.50/Cyd	8,075.00
Excavation, Sediment Basin, special	100.00 Cyd @ \$21.80/Cyd	2,180.00
Total		<u>\$11,661.20</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 2**

The gravel driveway at project station 26+95 on the north side of the road, was constructed per plan and is too steep for motor vehicle access. The area to be re-graded is approximately 200 feet x 40 feet. The existing gravel was stripped from this area, approximately 75 cyd of material was excavated and hauled off site, and the gravel was replaced and compacted. Also include in the extra item is restoration of any disturbed areas, which includes topsoil, seed, fertilizer and mulch. This unit price is reasonable when considering all the work included. This unit price also includes all labor, material, and equipment necessary to perform this work item completely. This item has been discussed with the MDOT resident engineer. The extra cost for Driveway Grading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The fill slope between project station 57+00 and 59+00 on the north side of the roadway was constructed per plan and extends to the right-of-way. The slope is steeper than the required 1 on 3 ratio and must be flatter for safety purposes and design guidelines. A grading permit has been obtained from the adjacent property owner and the slope was re-graded to a minimum of a 1 on 3 ratio or flatter. The contractor was required to remobilize labor and equipment to perform this work. This item includes all labor, material, equipment, remobilization, and traffic control necessary to perform this work. The unit price has been reviewed and is reasonable when considering the work included. This item has been discussed with the MDOT resident engineer. The extra cost for Embankment, CIP, special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The day after restoration work was completed, heavy rains of 4-inches per hour came down in the area, causing sediment to wash into the drainage basin. The basin had to be cleaned of sediment to function properly until growth can be established in "normal" rainfall events. It was estimated that e 100 cyd of material had to be removed from this area. This item included all pumping and disposal necessary to remove trapped water from the basin prior to excavation work. The excavated material was hauled off site. The unit price is reasonable for encompassing all such work, including all labor, material, and equipment necessary to perform this work. This item has been discussed with the MDOT resident engineer. The extra cost for Excavation, Sediment Basin, special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2010, meeting, and are now recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: FHWA, 80% State Restricted Trunkline, 20%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 49684.

64. **Extra 2010-155**

Control Section/Job Number: 33010-90270 MDOT Project

State Administrative Board - This project exceeds the 6% 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 mi 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):	2,465,485.94	+ 11.46%
Total of Extras/Adjustments (Approved to Date):	1,541,307.22	+ 7.16%
Total of Negative Adjustments (Approved to Date):	(467,283.84)	- 2.17%
THIS REQUEST	<u>132,961.42</u>	<u>+ 0.62%</u>
Revised Total	<u>\$25,186,470.90</u>	+ 17.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.45% over the original budget for an **Authorized to Date Amount** of \$25,053,509.48.

Approval of this extra will place the authorized status of the contract 17.07% or \$3,672,470.74 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Number	Modification	Amount	SAB Date
2008-151	3		\$118,100.27	10/21/08
2008-166	5 r.1		\$600,000.00	11/05/08
2009-140	20		\$162,834.13	09/30/09
2010-145	26, 27, 28, 29, 30, 31, 32, 34, 35, 36 r.1, 37, 38, 39, 40		\$372,400.77	11/03/10

Contract Modification Number(s): 44

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

CM 44 (90270A)Embankment, CIP Adjustment for
Placement at Lot 89

8,327.40 Cyd @ \$4.00/Cyd

\$33,309.60

Additional Costs for Elec Control
Building (X01-33-10-21)

41,685.80 Dlr @ \$1.00/Dlr

41,685.80

Contactor Staking Adjustment

3,000.00 Dlr @ \$1.00/Dlr

3,000.00

Traffic Control Adjustment

51,696.02 Dlr @ \$1.00/Dlr

51,696.02

(90272A)

Contactor Staking Adjustment

270.00 Dlr @ \$1.00/Dlr

270.00

(101414A)

Contactor Staking Adjustment

3,000.00 Dlr @ \$1.00/Dlr

3,000.00

Total**\$132,961.42****Reason(s) for Extra(s)/Adjustment(s):****CM 44**

At the request of Michigan State University (MSU), the contractor was directed to place excess excavated earth on MSU property to be used for a future parking lot (Lot 89). This extra item of work was used for shaping and building the subbase for the parking lot and includes stripping the topsoil. The work was originally identified and paid with contract modification number five; the item is now completed. This will be the final as constructed quantity for this item of work per the final field measurement as agreed upon by the engineer and contractor. The extra costs for Embankment; CIP Adjustment for Placement at Lot 89 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index. This item of work is non-participating and 100 percent local funded by Michigan State University.

At the request of the MSU by means of issuing plan revisions 15 and 17, the contractor was required to perform additional work at the electrical control building (X01 OF 33-10-21). This work consisted of adding additional panels and changes in the size of the transformer at the building site. This was necessary for MSU to provide future electrical power for the Lot 89E expansion project. The extra cost for Additional Costs for Elec Control Building (X01-33-10-21) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the invoice costs by the contractor. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction. These items of work are non-participating and 100 percent local funded by Michigan State University.

Per Section 104.08, Item J of the 2003 Standard Specifications for Construction, an adjustment to the lump sum item of contractor staking is required if the project final payment exceeds 5 percent of the original bid amount. The adjustment will be made to the percentage above the allowable 5 percent. The as constructed cost for this contract is 16 percent over the original bid amount; therefore, the adjustment will be an 11 percent upward adjustment to the lump sum bid price of \$57,000.00. The total adjustment to the item contractor staking is \$6,270.00. This will be split between the three original payment categories with \$3,000.00 under JN 90270A category 0001 (federal/state), \$270.00 under category 90272A 0001 (federal/state), and \$3,000.00 under category 101414A 0001 (federal/state).

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 48 days without the assessment of liquidated damages. Traffic control devices were required during the extended time frame. A contract adjustment was calculated per the specification section listed above, and the special provision for minor traffic devices and flag control during an approved extension of time. Therefore, the cost for Traffic Control Adjustment was determined to be 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.

These Extras were recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source:

101414A: FHWA, 79.89%; State Restricted Trunkline, 19.97%; Michigan State University, 0.14%, unless otherwise noted.

(0001) FHWA, 80%, State Restricted Trunkline, 20%, unless otherwise noted.

90270A: FHWA, 82.04%; State Restricted Trunkline, 17.46%; Michigan State University, 0.50%, unless otherwise noted.

(0001) FHWA, 80%, State Restricted Trunkline, 20%, unless otherwise noted.

(0003) MSU, 100%, unless otherwise noted.

90272A: FHWA, 79.87%; State Restricted Trunkline, 19.97%; Michigan State University, 0.16%, unless otherwise noted.

(0001) FHWA, 80%, State Restricted Trunkline, 20%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48824.

65. **Extra 2010 - 156**

Control Section/Job Number: 78002-102662 Local Agency Project

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

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

Contractor: Milbocker and Sons, Inc.
256 29th St
Allegan, MI 49010-9702

Designed By: Leonard W. Graf
Engineer's Estimate: \$393,607.65

Description of Project:

Removal of existing structure and construction of a 3-span prestressed concrete box beam bridge and related approach work on Stowell Road over St. Joseph River, St. Joseph County.

Administrative Board Approval Date:	May 18, 2010	
Contract Date:	June 9, 2010	
Original Contract Amount:	\$433,067.74	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>60,893.00</u>	<u>+ 14.06%</u>
Revised Total	<u>\$493,960.74</u>	+ 14.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$433,067.74.

Approval of this extra will place the authorized status of the contract 14.06% or \$60,893.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

CM 1

Prest Conc Deck, 21 inch

1.00 LS @ \$60,893.00/LS

\$60,893.00**Total****\$60,893.00****Reason(s) for Extra(s)/Adjustment(s):****CM 1**

The transfer of prestressed concrete box beams, 21 inch from the Balk Road Bridge project to the Stowell Road Bridge project. The contractor agrees to pay this amount to the St. Joseph County Road Commission, the acting supplier and owner of these beams upon completion of the project. The original cost of the beams is \$52,500.00, plus load and delivery of the beams is \$8,393.00 for a total of \$60,893.00

The prestressed concrete box beams were originally intended for the Balk Road Bridge, project 89881A; however, in October 2009 the beams were discovered to be of the wrong skew angle. The plans for the Balk Road project were checked, and a design error was found which made the skew angle reversed. The 10 beams were returned to Premarc in Grand Rapids and the designer was notified of the mistake. New beams were manufactured and the Balk Road project was completed.

The design engineer discussed the possibility of using the incorrect beams for the upcoming Stowell Bridge, project 102662A, as an alternate to disposing of them. Upon discussions with the Kalamazoo TSC and the Local Agency Programs (LAP) Bridge Unit, it was decided to pursue this alternative. The new beams for the Balk Road project were paid for through the contract and the wrong beams were paid for by the St. Joseph County Road Commission utilizing a non-participating extra, (89881A, CM6) making them 100 percent county cost. MDOT was reimbursed by the county for the non-participating item on September 15, 2010, via invoice. The wrong beams were subsequently incorporated into the Stowell Bridge design. In order for the county to be paid for the Balk Road beams and delivery to the site of the Stowell Road bridge, this contract modification was created after the award of the Stowell Road project. The county paid for the return delivery of the initial beams for the Balk Road project and the contractor would have had to pay to have a new set of beams brought out to the Stowell Road site had the Balk Road beams not been used; therefore, the load up and delivery cost to the Stowell Road site is included as participating.

After the LAP Bridge Unit consulted with the FHWA, and by showing that the cost of the Balk Road beams and delivery was less than what would be expected using the current average unit prices, it was determined that it would be in the public's interest to proceed as above. The extra cost for Prest Conc Deck, 21 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its November 18, 2010 meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

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

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

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and

regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 15%; St. Joseph County, 5%, 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: 49040.

66. **Extra 2010-157**

Control Section/Job Number: 82024-82589 MDOT Project

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

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

Contractor: C. A. Hull Co., Inc.
8177 Goldie Road
Walled Lake, MI 48390

Designed By: MDOT
Engineer's Estimate: \$7,382,165.19

Description of Project:

Rehabilitation of 12 structures on I-94 from Second Avenue northerly to French Street, Wayne County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 7, 2007	
Original Contract Amount:	\$8,150,328.51	
Total of Overruns/Changes (Approved to Date):	(496,898.98)	- 6.10%
Total of Extras/Adjustments (Approved to Date):	891,071.19	+ 10.93%
Total of Negative Adjustments (Approved to Date):	(20,750.00)	- 0.25%
THIS REQUEST	<u>99,833.17</u>	<u>+ 1.22%</u>
Revised Total	<u>\$8,623,583.89</u>	+ 5.80%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.58% over the original budget for an **Authorized to Date Amount** of \$8,523,750.72.

Approval of this extra will place the authorized status of the contract 5.80% or \$473,255.38 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Number	Modification	Amount	SAB Date
2008-022	1, 2		\$695,986.00	02/05/08
2009-092	6 r. 2		\$92,259.94	07/21/09
2009-159	7 r.2		\$73,177.17	02/01/09
2010-092	8		\$65,581.89	08/03/10

Contract Modification Number(s): 9 r.1

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

CM 9

2007 Government Shutdown-Idle Equipment	99,833.17 Dlr @ \$1.00/Dlr	<u>\$99,833.17</u>
Total		<u>\$99,833.17</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 9**

Due to the possible shut down of the State, the engineer directed the contractor to shut down the project prior to October 1, 2007. MDOT directed the contractor to completely demobilized from ten locations within the limits of job number 82589A (I-94 bridge rehabilitation, Second Avenue to French Road) on Friday, September 28, 2007, for the safety of the motoring public. After the state government shutdown ended on October 1, 2007, the contractor was allowed to remobilize on job number 82589A. This work is not included in the contract documents. There are no offsetting original line items associated with this extra work. This work was discussed with the MDOT Metro Region deputy engineer and the managing MDOT office to resolve this dispute between MDOT and the contractor.

The cost for this extra item is based on force account records in accordance with Section 109.07 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a 2.5 percent markup is included for the prime contractor, as allowed per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its November 18, 2010 meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: State Restricted Trunkline, 99.87%; SBC Communications, 0.13%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48216.

67. **Extra 2010-158**

Control Section/Job Number: 82457-52174 Local Agency Project

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

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

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.
Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 km of railroad grade separation and concrete pavement reconstruction, drainage improvements, water main relocations, pump house construction, 2 span steel I beam bridge and pavement markings on Sheldon Road from 120 m south of Nantucket to 100 m north of M-14 overpass in the city of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	(405,823.23)	- 3.99%
Total of Extras/Adjustments (Approved to Date):	4,281,365.33	+ 42.10%
Total of Negative Adjustments (Approved to Date):	(27,904.98)	- 0.27%
THIS REQUEST	<u>2,383.60</u>	<u>+ 0.02%</u>
Revised Total	<u>\$14,020,408.64</u>	+ 37.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 37.84% over the original budget for an **Authorized to Date Amount** of \$14,018,025.04.

Approval of this extra will place the authorized status of the contract 37.86% or \$3,850,020.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-085	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07
2008-113	12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21	\$160,381.83	08/05/08
2008-131	33	\$1,392,435.00	09/02/08
2008-138	23, 25, 26, 27, 28, 29, 31	\$373,605.80	09/02/08
2008-170	22, 30, 32, 34	\$39,358.15	11/05/08
2009-026	35 r. 2, 36 r. 1	\$463,836.34	02/03/09
2009-035	37, 38, 39, 41, 42, 43	\$44,477.45	03/04/09
2009-064	44, 46, 47, 48, 55	\$127,838.28	06/16/09
2009-096	56, 57, 58, 59, 60, 61, 62, 63, 64, 65	\$405,701.65	07/21/09
2009-144	67 r. 2, 68 r. 1, 70 r. 1, 72 r. 1, 73	\$224,925.76	09/30/09
2009-160	76	\$102,059.81	12/01/09
2010-037	77 r. 1, 78, 79, 80, 81, 82, 83, 85, 87	\$184,398.28	03/02/10
2010-063	90, 91, 94, 95	\$35,683.57	05/04/10
2010-091	98, 102 r.1	\$24,718.53	08/03/10
2010-115	109 r.1	\$4,720.58	09/14/10
2010-121	110	\$3,450.00	10/19/10

Contract Modification Number(s): 111

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

CM 111

Fertilizer, Chemical Nutrient, CI A

169.29 kg @ \$14.08/kg

\$2,383.60

Total

\$2,383.60

Reason(s) for Extra(s)/Adjustment(s):**CM 111**

The contractor was directed to place chemical nutrient in the areas that required seed and mulch due to the temporary relocation of the railroad tracks. This material provides nutrients for the growth of the grass and reduces the failure rate of seed germination. The above extra was reviewed and approved by the Wayne County division construction engineer and the MDOT local government engineer. This was inadvertently omitted in original contract documents. The extra cost for Fertilizer, Chemical Nutrient, CI A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work on recent county projects.

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

This Extra was recommended for approval by the State Transportation Commission at its November 18, 2010, meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%; unless otherwise noted.

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

Risk Assessment: These items are required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48170.

68. **Extra 2010-159**

Control Section/Job Number: 77020-83928 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

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

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$9,898,162.55

Description of Project:

Bridge rehabilitation work including structural, geotechnical, electrical, mechanical and minor approach work on 7th Street at Black River Creek in the city of Port Huron, St. Clair County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 4, 2007	
Original Contract Amount:	\$10,186,672.50	
Total of Overruns/Changes (Approved to Date):	(15,298.56)	- 0.15%
Total of Extras/Adjustments (Approved to Date):	999,348.60	+ 9.81%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>256,670.82</u>	<u>+ 2.52%</u>
Revised Total	<u>\$11,427,393.36</u>	+ 12.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.66% over the original budget for an **Authorized to Date Amount** of \$11,170,722.54.

Approval of this extra will place the authorized status of the contract 12.18% or \$1,240,720.86 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-139	3	\$220,127.15	09/23/08
2009-016	5 r. 1	\$511,937.63	02/03/09
2009-082	8 r.2	\$209,023.70	07/21/09

Contract Modification Number(s): 9

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

CM 9

72" Fence Panel & Gate for N. Abut	1.00 Ea @ \$4,518.45/Ea	\$4,518.45
FA 10-Pedestrian Tunnel Repair	1.00 LS @ \$11,793.16/LS	11,793.16
FA 12 Bridge sidewalk & fascia reconstru	1.00 LS @ \$106,257.99/LS	106,257.99
FA 13 Centerline Reducer Modifications	1.00 LS @ \$5,826.10/LS	5,826.10
FA 14-Broken Conduit (WO 23)	1.00 LS @ \$66,889.76/LS	66,889.76
FA 15 – Plan Rev 3	1.00 LS @ \$41,481.74/LS	41,481.74
New Electrical Service Adj	2,091.62 Dlr @ \$1.00/Dlr	2,091.62
RFI 26 – Traffic Barrier Interlock	6,390.00 Dlr @ \$1.00/Dlr	6,390.00
WO 15 Traffic Gate Fdn Adj	5,418.00 Dlr @ \$1.00/Dlr	5,418.00
WO 19 Control House Conduit Relocation	504.00 Dlr @ \$1.00/Dlr	504.00
Sign, Portable, Changeable Message, Furn	2.00 Ea @ \$2,350.00/Ea	4,700.00
Sign, Portable, Changeable Message, Oper	2.00 Ea @ \$400.00/Ea	800.00
Total		<u>\$256,670.82</u>

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

CM 9

A fence and gate were installed to prevent access from boaters at two locations; Span Lock Area and Electrical Box Area. The extra cost for 72" Fence Panel & Gate for N. Abut was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other projects.

In late June 2009, cracks in the ceiling of the pedestrian tunnel were observed. Sand was seeping through the cracks and the concrete was loose. An investigation took place and it was determined repairs had to be made before "Boat Week". It is not known if the cracks occurred during construction or were a pre-existing condition. They were not observed during the design phase. However, the roof of the tunnel was painted black at the time and that may have masked the cracks. The tunnel ceiling was chipped out, the resteel cleaned, minor additional resteel was added, and then the ceiling formed and poured. The extra cost for FA 10-Pedestrian Tunnel Repair was determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual invoice costs for materials, and accepted per Section 103.04 of

the 2003 Standard Specifications for Construction.

After nearly completing installation of the new deck and sidewalk system, the contractor noticed the sidewalk on the bascule span did not match up correctly with the sidewalk on the bascule abutment, which had been constructed earlier. The elevations of the sidewalks were set based on the original plans. After visiting the site and determining that both sidewalks had been constructed as per plan, the designer met with the contractor to discuss the cause and possible solutions for the misalignment. Based upon observations made by the contractor during removal of the existing joint armor, it appears some field adjustments were made during the original construction. As no shop drawings or as-built drawings are available, there was no way to anticipate this. During the meeting, it was decided the best solution would be to remove a portion of tie bascule abutment sidewalk and re-pour it to match the bascule span sidewalk. The contractor was instructed to proceed with this solution in project work order number 24. The extra cost for FA 12 Bridge sidewalk & fascia reconstru was determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the tracked time, certified payrolls, the Blue Book equipment rental rates, and actual invoice costs for materials, and accepted per Section 103.04 of the 2003 Standard Specifications for Construction.

When preparing the bridge for the installation of the centerline structural steel member reducer, it was noted the welding holes did not line up properly. Clearance between existing rivet holes and new bolt holes required to attach the reducer support channel was insufficient. The existing rivet holes were filled with weld material and new holes were drilled. Fabricated steel shop drawings from the original bridge were not available to identify the precise location of these rivet holes during design, and they turned out to be closer than anticipated. The engineer developed project work order number 25 to direct the contractor to plug existing holes as directed by the design engineer. The extra cost for FA 13 Centerline Reducer Modifications was determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the tracked time, certified payrolls, the Blue Book equipment rental rates, and actual invoice costs for materials, and accepted per Section 103.04 of the 2003 Standard Specifications for Construction.

During the process of installing the camera on the north abutment in August 2009, it was discovered that some of the conduits between the abutments and the cables they carry had apparently been damaged. These conduits go down the face of the bascule abutment, through the strut between the abutments, and back up the face of the north abutment. They are for the purpose of controlling and/or supplying power to the north abutment camera, traffic gates, traffic barriers, traffic signals, and the span lock. The contractor was instructed to investigate the situation. Divers were sent down into the river and verified that some of the conduits had been damaged. It is believed that the damage was a result of ice flows or large debris carried below the ice flows during the winter of 2009.

Three factors contributed to the damage to the conduits:

1. The fender system had to be re-designed due to information about the existing abutment footings discovered during construction of the struts. The original plan design had the fender system located in front of the conduits and it extended to the bottom of the river. It would have provided some protection for the conduits. The new design places the fenders directly on the face of the abutment and is located mostly above the normal river level. It does not provide protection all the way down to the bottom of the river.
2. The conduits are protected by a steel ice shield mounted to the face of the abutment. The contract plans specify the shield extends to 10 feet below the normal river level. The conduits were exposed below that level. The designer was not aware of any type of code requirements for the depth of the ice shield, or for the depth of ice flow and associated debris. The AASHTO code requires structures to be designed for a specified ice thickness, but that thickness is significantly less than 10 feet. The 10 foot depth was selected based on previous projects where a 10-foot deep ice shield has been used successfully.

3. The contract plans call for conduit supports to be installed below the bottom of the ice shield at a spacing of 4 feet. These supports were not installed, resulting in an increased unsupported length for the conduits. This in turn makes the conduits weaker.

Since the exact source of the damage is unknown, it is impossible to determine which of these factors, if any, is the primary cause. Most likely, it is a combination of all of them. The contractor was instructed to repair the conduits, replace the damaged cables, and test all of the remaining cables. In addition, to prevent the conduits from being damaged again, the contractor installed an ice shield extension designed by the design engineer, which goes to the bottom of the river. The extra cost for FA 14-Broken Conduit (WO 23) was determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the tracked time, certified payrolls, the Blue Book equipment rental rates, and actual invoice costs for materials, and accepted per Section 103.04 of the 2003 Standard Specifications for Construction.

Fabricated shop drawings of the original counterweight machinery support were not available. After removal of the existing counterweight machinery and support, it was determined that the supporting steel in the counterweight was at a higher elevation than anticipated. Since this supporting steel serves as a tension tie to support the back of the counterweight, it could not merely be trimmed off. The supporting steel was modified so that the new counterweight machinery and support tied in directly. This required the removal and replacement of additional counterweight concrete to attach new angles. Modified plan sheets in project plan revision number three were provided to the contractor for this change in work. FA 15 – Plan Rev 3 was determined using a process similar to the force account work process. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the tracked time, certified payrolls, the Blue Book equipment rental rates, and actual invoice costs for materials, and accepted per Section 103.04 of the 2003 Standard Specifications for Construction.

Upon reviewing invoices, it was noted actual expenses related to pick up and delivery of transformers totaled \$5,591.62. Original pay item "New Electrical Service" estimated a quantity of \$3,500.00 lump sum. A lump sum cannot be increased; therefore, a new adjustment item has to be created to make payment to the contractor for the actual invoice cost of this service. This is to increase the originally authorized amount to match amount due ($\$5,591.62 - \$3,500 = \$2,091.62$). The extra cost for New Electrical Service Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on comparison to the actual invoice costs for the electrical service.

There was a typo on the contract plans that indicated the number of conductors required between each of the traffic barrier housings also the relay cabinet was to utilize a 7-conductor cable. The control logic shown on Schematic No. 4, sheet E32 of E43 and on Schematic No. 5, sheet E33 of E43 did show the number of conductor required for each circuit to total 9-conductors, or that a 9-conductor cable was to be utilized between each traffic barrier and the relay cabinet. When preparing the wiring schedules and circuit schedules, a 7-conductor cable was shown for each circuit between each barrier and the relay cabinet rather than the required 9-conductor cable. By the time this was realized, the 7-conductor cable had been pulled into the conduits. Since there was not enough room in the conduit to pull two additional cables, the only logical course of action was to remove the 7-conductor cable and replace it with a 9-conductor cable to provide the necessary interlock required for proper traffic barrier operation. The extra cost for RFI 26 – Traffic Barrier Interlock was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The engineer consulted with the electrical designers using the cost of work/labor and material based on records kept by the contractor for these unique specialty extra items of work.

The elevation of the gate foundation was based on the standard road cross-section; however, the gate was placed closer to the bridge where standard cross-section transitions to the bridge cross-section, which caused the gate to be raised 6-inches for proper operation. The engineer provided work order number 15. The contractor was directed to modify the pile foundation and adjust the foundations to match surrounding concrete pavement. The extra cost for WO 15 Traffic Gate Fdn Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other local projects.

The control house toilet room wall was moved, as room dimensions did not allow enough space to open the motor control cabinet. From the time the contract plans were prepared to the procurement of the Motor Control Center (MCC) equipment, (approximately 22 months), the space and clearance requirements established by the National Electrical Code (NEC) was increased within all electrical cabinets with current ratings over 250-amps. The result was an increase in size of the MCC module that contained the main circuit breaker, rated at 300-amps, and the branch circuit breaker for the Main Drive Controller, rated at 225-amps. The result of this increase in space requirements within the modules was the need to add one additional vertical section within the MCC, which increased the total length from 80 inches to 100 inches. This resulted in the need to relocate some of the equipment within the electrical room of the control tower, and a loss of total clearance between electrical cabinets that are placed against the walls of the room. The required distance required by Section 110.26 of the NEC is 3 feet -6 inches. To meet these requirements, the wall of the bathroom that was also on this floor of the control house needed to be moved. Plumbing had to be installed in wall. The extra cost for WO 19 Control House Conduit Relocation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared by the City as being reasonable when compared with similar work.

The City of Port Huron wanted to utilize an electronic portable message sign to communicate with the public to assure them traffic signals would be operational within a designated time line in the project. By utilizing these signs, this builds trust on public works projects. The contractor is compensated for furnishing the sign and operating the sign using common contract pay items. The extra cost for Sign, Portable, Changeable Message, Furn and Sign, Portable, Changeable Message, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2010, meeting, and are now recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48060.

69. **Extra 2010 - 160**

Control Section/Job Number: 01086-35577 Local Agency Project

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

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

Contractor: Cordes Excavating, Inc.
704 E. Progress Street
Hillman, MI 49746-8942

Designed By: Wilcox Professional Services, LLC
Engineer's Estimate: \$831,649.50

Description of Project:

2.95 mi of hot mix asphalt resurfacing, base crushing and shaping, culvert replacements, guardrail upgrades, and slope restoration on Black River Road from US-23 easterly to Lakeshore Drive and on Lakeshore Drive from the Black River bridge northerly to Black River Road, Alcona County.

Administrative Board Approval Date:	October 16, 2009	
Contract Date:	December 23, 2009	
Original Contract Amount:	\$624,289.70	
Total of Overruns/Changes (Approved to Date):	35,367.58	+ 5.67%
Total of Extras/Adjustments (Approved to Date):	58,498.16	+ 9.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>16,309.54</u>	<u>+ 2.61%</u>
Revised Total	<u>\$734,464.98</u>	+ 17.65%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.04% over the original budget for an **Authorized to Date Amount** of \$718,155.44.

Approval of this extra will place the authorized status of the contract 17.65% or \$110,175.28 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r.1

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

CM 4

Guardrail Departing Terminal Type B, Mod	1.00 Ea @ \$700.00/Ea	\$700.00
Remove and Replace new asphalt	1.00 Dlr @ \$8,348.45/Dlr	8,348.45
Repair washouts	1.00 LS @ \$3,083.99/LS	3,083.99
Dr Marker Post	6.00 Ea @ \$26.25/Ea	157.50
Guardrail Anch, Bridge, Det T3	2.00 Ea @ \$1,800.00/Ea	3,600.00
Sidewalk, Conc, 4 inch	48.75 Sft @ \$8.00/Sft	390.00
Sidewalk, Rem	7.40 Syd @ \$4.00/Syd	29.60
Total		<u>\$16,309.54</u>

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

CM 4

At the end of the guardrail run, a departing terminal is used to make the ending crashworthy for opposing traffic. On non-freeway applications, endings may have to be modified to fit the radius around a driveway to provide access to the property. There are no offsetting items of work. The extra cost for Guardrail Departing Terminal Type B, Mod was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

After the asphalt had been placed between project station 12+00 and 13+00 it started to break up due to poor subgrade conditions. It was then decided to removed the asphalt and excavate three feet below finish grade, place sand backfill, aggregate and asphalt. The cost for the Remove and Replace new asphalt was based on Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction, which is to be used when MDOT and the contractor can not come to an agreement on the price of an extra.

Heavy rainfall created washouts predominately near culvert endings on the project prior to turf establishment. This work was conducted to avoid excess soil erosion and sedimentation control losses into sensitive environmental areas. The cost for the Repair washouts was based on Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction, which is to be used when MDOT and the contractor can not come to an agreement on the price of an extra.

To identify culvert and underdrain outlet endings for future maintenance activities, the engineer added drainage marker posts to the project. The extra cost for Dr Marker Post was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

During construction of the guardrail, it was noticed the bridge barrier on the south end required a Type 3 bridge anchorage in lieu of the Type 2 anchorage included in the contract plans. This anchorage type is determined by the type of concrete barrier wall the guardrail is attached to. The offsetting original item will offset this new item of work. The extra cost for Guardrail Anch, Bridge, Det T3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

A small amount of concrete sidewalk was affected by the slope of the road and widening, which required removal and replacement to match the proposed roadway. The extra cost for Sidewalk, Conc, 4 inch and Sidewalk, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price

Index.

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

These Extras were recommended for approval by the State Transportation Commission at its November 18, 2010 meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48721.

70. **Extra 2010 - 161**

Control Section/Job Number: 44031-107956 MDOT Project

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

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

Contractor: Dan's Excavating, Inc.
12955 23 Mile Rd
Shelby Twp, MI 48315-2707

Designed By: MDOT
Engineer's Estimate: \$1,132,886.26

Description of Project:

Emergency culvert replacement, approach work, and maintaining traffic on M-53 over Belle River, 3.00 miles north of the City of Almont, Lapeer County.

Administrative Board Approval Date:	November 17, 2009	
Contract Date:	November 18, 2009	
Original Contract Amount:	\$1,129,026.40	
Total of Overruns/Changes (Approved to Date):	30,658.44	+ 2.72%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>127,916.54</u>	<u>+ 11.33%</u>

Revised Total \$1,287,601.38 + 14.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.72% over the original budget for an **Authorized to Date Amount** of \$1,159,684.84.

Approval of this extra will place the authorized status of the contract 14.05% or \$158,574.98 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

CM 4

Value Engineering Cost Savings		
Contractor Allocation	1.00 Dlr @ \$7,100.59/Dlr	\$7,100.59
Value Engineering Cost Associated w/ Mobilizing and Demobilizing a 2nd Crane	1.00 Dlr @ \$10,005.40/Dlr	10,005.40
Value Engineering Cost Associated w/ Overtime for Expedited Schedule	1.00 Dlr @ \$64,757.93/Dlr	64,757.93
Value Engineering Cost Associated w/ Providing a 3rd Crew in lieu of a 2nd Hammer	1.00 Dlr @ \$27,619.92/Dlr	27,619.92
Value Engineering Cost Associated w/ Subcontractors Expedited Schedule	1.00 Dlr @ \$11,300.00/Dlr	11,300.00
Value Engineering Supplier Costs Associated w/ the Expedited Schedule	1.00 Dlr @ \$7,132.70/Dlr	<u>7,132.70</u>
Total		<u>\$127,916.54</u>

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

CM 4

A Value Engineering Change Proposal (VECP) was submitted by the contractor from the following proposed plan:

To keep the full closure of M-53 to 10 calendar days or less, Dan's Excavating mobilized the week of May 24, 2010, to take delivery of materials only. On June 2, 2010, Dan's Excavating began excavating, sheeting, H-pile and concrete work on the east side of M-53. The limits of operation was from piles 21 to 29 in the southeast quadrant, and piles 22 to 31 in the northeast quadrant. Due to the concerns with the integrity of the existing culvert during sheeting and H-pile work, Dan's Excavating periodically ceased operations to allow MDOT the opportunity to complete an inspection of the roadway and existing culvert for integrity.

On or about June 14, 2010, Dan's Excavating implemented a full closure of M-53 for a period of 10 calendar days or less at which time M-53 was reopened to traffic. As agreed previously, should the job be delayed due to weather during the 10-day closure, MDOT will extend the closure time appropriately without the assessment of liquidated damages to Dan's Excavating.

Allowing sheet work, H-pile installation, excavation and concrete to begin on June 2, 2010, and allowing a 10 consecutive calendar day closure and detour of M-53 beginning on or about June 14, 2010 the following credits and additional costs for new extra items of work applied:

- Deletion of maintaining traffic items (credits)
- Cost to mobilize / demobilize 2nd crane (extra items)
- Overtime Costs (extra items)
- 3rd crew in lieu of renting 2nd hammer / vibro (extra items)
- Expediting Costs –Subcontractors (extra items)
- Expediting Costs -Suppliers (extra items)

The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal, with a cost savings of \$14,201.17. The contractor is to receive one-half of the net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$7,100.59. The cost for Value Engineering Cost Savings Contractor Allocation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as a part of a VECP review. Offsetting quantities as part of this VECP are included in this contract modification in addition to the new extra items of work.

As part of the overall VECP proposal, the contractor was going to incur extra costs to the project. The VECP work is now complete, and the tracked costs have been finalized to determine these increased costs. This work included the following extra items:

An extra crane was mobilized to the project site to meet the expedited schedule. This increased the contractor's efficiency and production rates on the project. The cost for Value Engineering Cost Associated w/ Mobilizing and Demobilizing a 2nd Crane was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the Blue Book equipment rental rates, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

The contractor provided overtime resources associated with the expedited schedule. This increased the contractor's efficiency and production rates on the project. The cost for Value Engineering Cost Associated w/ Overtime for Expedited Schedule was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

The contractor provided a third work crew in lieu of a second equipment hammer/vibratory to meet the expedited schedule. This increased the contractor's efficiency and production rates on the project. The cost for Value Engineering Cost Associated w/ Providing a 3rd Crew in lieu of a 2nd Hammer was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

This is a result of the subcontractors working an expedited schedule. This increased the contractor's efficiency and production rates on the project. The cost for Value Engineering Cost Associated w/ Subcontractors Expedited Schedule was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

The contractor had increased costs for their suppliers associated with the expedited schedule. This increased the contractor's efficiency and production rates on the project. This includes Superior Concrete after hours plant opening, after hours delivery costs and minimum load charges. In addition, light plant rental and Northern Concrete pipe truck delivery. The cost for Value Engineering Supplier Costs Associated w/ the Expedited Schedule was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its November 18, 2010 meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted

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

Risk Assessment: 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: 48003.

71. **Extra 2010-162**

Control Section/Job Number: 77023-59637 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

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

Designed By: HNTB Michigan, Inc.
URS Corporation Great Lakes

Engineer's Estimate: \$6,292,994.85

Description of Project:

72 mi of ITS cabinets, micro-loop and microwave vehicle detector hardware, dynamic message signs, CCTV cameras on I-69, west of M-19 to the Blue Water bridge, on I-94, M-29 (23 Mile Road) to I-94/I-69 interchange, on I-96 Smart Corridor, I-275 to Livingston County line, on I-96 from Livingston County line to Wayne County line and on I-96 eastbound, from Moross Road to 23 Mile (M-29) in the cities of Detroit, Harper Woods, St. Clair Shores, Eastpointe, Roseville, Mount Clemens, Port Huron, Wixom, Novi, Farmington, Farmington Hills, Oakland, Macomb, Wayne and St. Clair Counties.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 20, 2006	
Original Contract Amount:	\$5,374,237.44	
Total of Overruns/Changes (Approved to Date):	141,047.07	+ 2.62%
Total of Extras/Adjustments (Approved to Date):	348,434.81	+ 6.48%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>119,987.69</u>	<u>+ 2.23%</u>
Revised Total	<u>\$5,983,707.01</u>	+ 11.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.10% over the original budget for an **Authorized to Date Amount** of \$5,863,719.32.

Approval of this extra will place the authorized status of the contract 11.33% or \$609,469.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-054	5	\$240,734.00	04/01/08
2009-143	7	\$66,600.00	09/30/09
2010-002	8	\$727.81	01/19/10

Contract Modification Number(s): 12 r.1

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

CM 12**59637A**

Lightening Protection for CCTV Poles	23,997.53 Dlr @ \$1.00/Dlr	\$23,997.53
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83057A

Lightening Protection for CCTV Poles	47,995.08 Dlr @ \$1.00/Dlr	47,995.08
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83060A

Lightening Protection for CCTV Poles	47,995.08/Dlr @ \$1.00/Dlr	<u>47,995.08</u>
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Total		<u>\$119,987.69</u>
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Reason(s) for Extra(s)/Adjustment(s):**CM 12**

The contractor was directed to complete this extra work during the construction phase to provide for the required lightening protection for the Closed Circuit Television device locations. In the contract Special Provision for Surveillance System, Remote Site, the contractor is directed to install adequate lightening protection, including an air terminal, according to the applicable industry standards issued by the Lightening Protection Institute. No detail was provided in the project plans for the required air terminals.

Based on discussions with the project design consultant and the MDOT Design Project Manager, Michelle Mueller, it was determined that the air terminals would be required to provide a complete and functional ITS system. Since there were no details in the plans describing the air terminal required, a detail was provided to the contractor. This detail was provided after the project letting and award.

Force account type field records were kept during the installation of the required lightening protection devices. The costs associated with this extra work described on this contract modification are based on the contractor's submitted force account type records. These records were reviewed and compared with the field records prepared by the inspector on site.

The extra costs associated with this work have been discussed with Robert Conway of the FHWA and been recommended for approval by the FHWA.

Recommend approval of the extra work as the item is necessary to complete the contract requirements and provide a functional ITS system. The extra costs described on this contract modification are based on the contractor's reviewed and accepted force account statement.

The cost for all of the above extra items of work for the Lightening Protection for CCTV Poles was based on Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be

used when MDOT and the contractor can not come to an agreement on the price of an extra. Supporting documentation for this extra work can be reviewed in the project construction files.

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

These Extras were recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source:

59637A: FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted;

83057A: FHWA, 80%; State Restricted Trunkline, 20%; unless otherwise noted;

83060A: FHWA, 80%; State Restricted Trunkline, 20, unless otherwise noted.

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

Risk Assessment: These items are required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48075.

72. **Extra 2010-163**

Control Section/Job Number: 82124-60077 MDOT Project

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

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

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: HNTB Michigan Inc.
Engineer's Estimate: \$16,032, 653.84

Description of Project:

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

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	480,719.99	+ 2.86%
Total of Extras/Adjustments (Approved to Date):	2,322,628.43	+ 13.83%
Total of Negative Adjustments (Approved to Date):	(1,000.00)	- 0.01%

THIS REQUEST	<u>57.46</u>	<u>+ 0.00%</u>
Revised Total	<u>\$19,600,365.79</u>	+ 16.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.68% over the original budget for an **Authorized to Date Amount** of \$19,600,308.33.

Approval of this extra will place the authorized status of the contract 16.68% or \$2,802,405.88 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-071	25	\$557,070.00	06/06/06
2006-155	35 r. 3	\$154,952.08	11/07/06
2007-028	36, 38	\$29,958.60	03/06/07
2007-049	42	\$57,750.00	04/17/07
2007-080	45	\$12,000.00	06/05/07
2007-113	44 r. 1, 46, 48	\$77,131.99	08/07/07
2007-135	47 r. 5	\$189,170.55	09/18/07
2008-146	49 r. 1, 51, 53 r. 2, 55, 56 r. 1	\$564,570.33	10/07/08
2008-182	59 r. 1	\$250,656.00	12/02/08
2009-063	61	\$26,975.17	06/16/09
2009-115	66	\$20,986.39	09/01/09

Contract Modification Number(s): 73 r.2

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

CM 73

Rem Spec Mrkg	26.00 Sft @ \$2.21/Sft	<u>\$57.46</u>
Total		<u>\$57.46</u>

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

CM 73

MDOT directed the contractor to remove special marking on the Gateway 3 project to facilitate safe traffic flow for the motoring public. This work was not included in the contract documents. There are no offsetting original line items associated with this work. The extra cost for Rem Spec Mrkg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its, November 18, 2010, meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the

safety and welfare of the motoring public.

Purpose/Business Case: 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:

60077A: FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%;

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

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

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

Selection: Low bid.

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

Zip Code: 48216.

OVERRUNS

73. **Overrun 2010 - 038**

Control Section/Job Number: 41026-102905 MDOT Project

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

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Rieth-Riley Construction Co., Inc.

PO Box 477
Goshen, IN 46527-0477

Designed By: MDOT
Williams & Works

Engineer's Estimate: \$4,080,493.69

Description of Project:

11.80 mi of hot mix asphalt cold milling and resurfacing and pavement markings on I-96 eastbound and westbound from east of Bristol Avenue easterly to M-11 (28th Street) in the cities of Walker, Kentwood and Grand Rapids, Kent County. This project includes a 3 year pavement performance warranty.

Administrative Board Approval Date:	December 2, 2008	
Contract Date:	December 17, 2008	
Original Contract Amount:	\$3,698,168.10	
Total of Overruns/Changes (Approved to Date):	369,816.81	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	134,346.24	+ 3.63%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>331,562.29</u>	+ 8.97%
Revised Total	<u>\$4,533,893.44</u>	+ 22.60%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.63% over the original budget for an **Authorized to Date Amount** of \$4,202,331.15.

Approval of this overrun will place the authorized status of the contract 22.60% or \$835,725.34 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 5E30	4,414.35614 Ton @ \$75.11/Ton	<u>\$331,562.29</u>
Total		<u>\$331,562.29</u>

Reason(s) for Overrun(s):

The scope of the project was increased to include the ramps at the interchanges of I-96 and M-37 (Alpine Avenue), Leonard Street, Cascade Road and M-11 (28th Street). The ramp work was not part of the original contract but falls within the geographical project limits, which includes the cities of Walker, Grand Rapids and Kentwood. The exiting pavement age and condition of the ramps was in similar pavement condition to the I-96 mainline pavement and would have required various forms of maintenance throughout the winter of 2009 – 2010, and the spring of 2010. The Region Engineer was consulted and approved the work.. All project funding is provided by the Capital Preventive Maintenance Program.

This Overrun was recommended for approval by the State Transportation Commission at its November 18, 2010 meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%, unless otherwise noted.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49544, 49548 and 49546.

74. **Overrun 2010-039**

Control Section/Job Number: 44031-84122 MDOT Project

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

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: D.L.F., Inc.
PO Box 8
Romeo, MI 48065-0008

Designed By: MDOT

Engineer's Estimate: \$420,628.85

Description of Project:

0.34 mi of intersection upgrades including hot mix asphalt resurfacing, concrete curb and gutter, culvert replacement, and drainage work on M-53 at the Webster Road and Ross Road intersection, Lapeer County.

Administrative Board Approval Date:	August, 19, 2008	
Contract Date:	March 23, 2009	
Original Contract Amount:	\$357,441.15	
Total of Overruns/Changes (Approved to Date):	35,744.11	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,462.86	+ 1.25%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>31,283.27</u>	<u>+ 8.75%</u>
Revised Total	<u>\$428,931.39</u>	+ 20.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.25% over the original budget for an **Authorized to Date Amount** of \$397,648.12.

Approval of this overrun will place the authorized status of the contract 20.00% or \$71,490.24 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 5E10	316.3761 Ton @ \$98.88/Ton	<u>\$31,283.27</u>
Total		<u>\$31,283.27</u>

Reason(s) for Overrun(s):

This project is in overrun status due to the increase in the item hot mix asphalt material type 5E10. Additional material was placed to achieve the proposed superelevation cross-slope of the mainline and shoulders in the project. The additional material was necessary for the project to be constructed according to MDOT geometric road standards for safety and improved drainage.

This Overrun was recommended for approval by the State Transportation Commission at its November 18, 2010, meeting and is now recommended for approval by the State Administrative Board on December 7, 2010.

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

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

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

Funding Source: FHWA, 100%; unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48003.

75. **Overrun 2010 - 040**

Control Section/Job Number: 50011-103844 MDOT Project

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

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd Ste 100
Troy, MI 48084-4892

Designed By: MDOT
Engineer's Estimate: \$1,648,550.15

Description of Project:

3.26 mi of hot mix asphalt cold milling, patching, resurfacing, and pavement marking on M-53 from 15 Mile Road to 18 Mile Road in the city of Sterling Heights, Macomb County.

Administrative Board Approval Date:	August 19, 2008	
Contract Date:	September 3, 2008	
Original Contract Amount:	\$1,432,048.88	
Total of Overruns/Changes (Approved to Date):	143,204.88	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	232,709.02	+ 16.25%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>189,304.16</u>	+ <u>13.22%</u>
Revised Total	<u>\$1,997,266.94</u>	+ 39.47%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 26.25% over the original budget for an **Authorized to Date Amount** of \$1,807,962.78.

Approval of this overrun will place the authorized status of the contract 39.47% or \$565,218.06 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavement Joint & Crack Repair, Detail 7	18,046.1544/Ft @ \$10.49/Ft	<u>\$189,304.16</u>
Total		<u>\$189,304.16</u>

Reason(s) for Overrun(s):

This project was a hot mix asphalt overlay project was originally scheduled for a complete reconstruction. The condition of the roadway deteriorated to a point where the Metro Region believed that something had to be done to the roadway until the project could be designed for the reconstruct. The Macomb TSC designed a HMA overlay with the intent to have the roadway last 3-7 additional years while the reconstruct is designed and programmed.

After award of the project, the Macomb TSC staff determined that the quantities set up for the project where underestimated for a 3-7 year fix. The Macomb TSC contacted the Metro Region and requested additional funds to repair the roadway. The Metro Region concurred with the Macomb TSC and the following item was increased to allow for the appropriate repairs.

These additional repairs will remove the deteriorated pavement in cracked areas on the roadway for the benefit of a sound underlying pavement structure, in which will result in a better long term ride quality.

This Overrun was recommended for approval by the State Transportation Commission at its November 18, 2010 meeting, and is now recommended for approval by the State Administrative Board on December 7, 2010.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 87.50%; City of Sterling Heights, 12.50%, unless otherwise noted.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

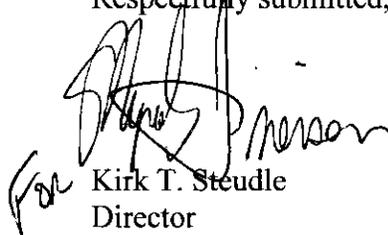
New Project Identification: This is an existing project already under contract.

Zip Codes: 48312.

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,


For Kirk T. Steudle
Director



December 7, 2010 No. 121

JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
Lansing

KIRK T. STEUDLE
DIRECTOR

November 18, 2010

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

Dear Ms. Bond:

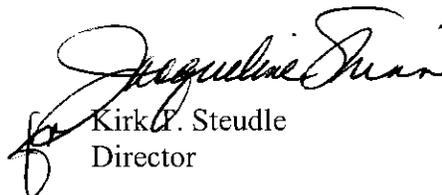
The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts \$25,000 or greater prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior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

On September 20, 2010, MDOT staff noticed pavement at the intersection of Old M-14 and Farmington Road in the City of Livonia was deteriorating faster than anticipated. Four-inch ruts in the pavement caused water to pool, resulting in improper roadway drainage. In addition, the rutting occurred at crosswalks and created a hazard for pedestrians crossing the intersection. MDOT received numerous complaints on this intersection and determined that an emergency contract was necessary because of the imminent threat to motorists, pedestrians, and the structural integrity of the trunkline.

The Taylor Transportation Service Center Maintenance staff provided plans to potential bidders. On October 6, 2010, plans and specifications were sent to five MDOT prequalified contractors. Three bids were received and Barrett Paving was the low bidder at \$69,551.20. The contract amount was paid by direct purchase order 591N1300470. The work was completed and the roadway opened on October 24, 2010.

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

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

**TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD**

T&NR Meeting: December 1, 2010 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 7, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. **HIGHWAYS - IDS Time Extension**

Amendatory Contract (2008-0060/A1) between MDOT and Wilbur Smith Associates, Inc., Michigan will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z6). (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 IDS contract term will be December 18, 2007, through December 17, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The IDS contract will expire on December 17, 2010. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z6), and the design services under authorization (Z6) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. This will allow the consultant to complete ongoing services, including work under authorization (Z6). No new authorizations will be issued under this IDS contract.

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

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

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

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including ongoing work under authorization (Z6).

*Denotes a non-standard contract/amendment

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

2. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z6/R1) under Contract (2008-0060) between MDOT and Wilbur Smith Associates, Inc., Michigan will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because discussions with the Michigan Department of Natural Resources and Environment (MNDRE) on the design for the wetland mitigation bank have indicated that some design revisions may be required. The original authorization provides for design services to be performed for a wetland mitigation bank of approximately 65 acres along 114th Avenue south of Garfield Street in Section 36 of Spring Lake Township, Ottawa County, to provide mitigation for future Grand River watershed impacts (CS 70900 - JN 101327C). The revised authorization term will be June 17, 2009, through December 17, 2011. The authorization amount remains unchanged at \$126,028.19. The contract term will be December 18, 2007, through December 17, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The authorization will expire on December 17, 2010. The consultant has completed the Wetland Mitigation Plan and has provided the final design for the wetland mitigation bank. However, discussions with MNDRE on the design for the wetland mitigation bank have indicated that some design revisions may be required.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services for the wetland mitigation bank.

Benefit: This revision will allow the consultant to make design revisions if such revisions are required so the project can move forward.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved, the consultant may not be able to complete the design work for the wetland mitigation bank. If the wetland bank is not constructed, MDOT will not have an established mitigation site for future projects.

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

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

New Project Identification: This is not a new project.

Zip Code: 49456.

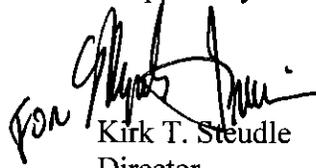
3. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2011-0054) between MDOT and Value Trends, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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,


Kirk T. Steudle
Director

Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of December 1, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting of December 1, 2010, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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



SECRETARY



CHAIRPERSON