

APPROVED

February 19, 2008

Michigan State
Administrative Board

Lansing, Michigan

February 5, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, February 5, 2008, at 11:00 a.m.

Present: Steve Liedel, Deputy Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Brandon Hofmeister, Legal Counsel, representing John D. Cherry, Jr., Lt. Governor
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
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Meagan Bryant, Pat Mullen, Craig Orr, Department of Management and Budget; Joel Storchan, Department of Information Technology; Amy Meldrum, Department of Transportation; Nathan Ohle, Michigan Economic Development Corporation

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. Wolenberg moved that the amended minutes of the regular meeting of January 15, 2008, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

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

NONE

4. COMMUNICATIONS:

Correspondence from Jon M. Braeutigam, Department of Treasury, with the attached summary and detail investment holding reports for the Veterans' Benefit Trust Fund for the quarter ending December 31, 2007 and a report of investment transactions for the quarter ending December 31, 2007, in accordance with a resolution adopted by the State Administrative Board.

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

DEPARTMENT OF COMMUNITY HEALTH, Cancer Prevention and Control
Section, 2/5/2008

DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, Veterans' Trust Fund
2/8/2008

DEPARTMENT OF TRANSPORTATION, Region Offices, 2/5/2008

Mr. Pavona moved that the retention and disposal schedules be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

February 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **January 29, 2008**. Those present being:

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

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James
Burris, Cindy Collins, Janet Rouse, Department of Management
and Budget; Evelyn Zois, Dykema, Gossett

The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

January 29, 2008 / February 5, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Stevens T. Mason Building – Elevator Upgrades
File No. 071/06091.FAR – Index No. 53217
Low Responsive Bidder: Moore Trospen Construction Company, Holt;
\$1,825,000.00

Purpose/Business Case

The purpose of this contract is to upgrade the aging elevator controls and equipment to current codes and be ADA compliant.

Benefit

The State will benefit from this contract by having the aging elevators and controls brought up to current codes and be ADA compliant thus assuring the safety of the building occupants.

Funding Source

100% State Building Authority Funds

Commitment

This work was competitively bid with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract would mean that the current obsolete elevator system will continue to operate with a high potential for breakdowns. In addition, the current equipment is not in compliance with current codes and ADA.

Zip Code

48933

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, WESTLAND – Feister Oil Site – Dual Phase Remediation System
File No. 761/07047.RRD – Index No. 44701
Low Responsive Bidder: ASI Environmental Technologies, Inc., Ludington;
\$464,700.00

Purpose/Business Case

The purpose of this contract is to install free product/groundwater recovery and soil vapor extraction systems and operate the system for one year. The site is a former bulk oil facility. Soil and groundwater at the site have been impacted by a release of the oil. Contamination plumes include free product on the surface of the groundwater and dissolved chemicals in the drift and bedrock aquifers.

Benefit

The State will benefit by abatement of the physical and environmental hazards and preventing the contamination from spreading.

Funding Source

100% Clean Michigan Initiative Fund (CMI)

Commitment

This work was competitively bid with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract will result in violating environmental regulations, allowing contamination to spread causing potential harm to the public. The activities under this contract will control and remove environmental hazards from the site and therefore reduce the harm to the environment.

Zip Code

48185

3. DEPARTMENT OF CORRECTIONS, IONIA – Michigan Reformatory – A-Ward Renovations
File No. 472/07114.EEW – Index No. 41670
Low Responsive Bidder: Griffith Builders, Inc., Lakeview; \$599,700.00

Purpose/Business Case

The purpose of this contract is to construct a Level II Dormitory inside A Ward at the Michigan Reformatory, Ionia, Michigan. The scope includes construction of an inmate toilet and shower room and installation of outlets for each bed in the Dormitory.

Benefit

The State will benefit from this contract by having facilities that meet the latest American Correctional Association (ACA), State Building Codes and Fire/Safety standards.

Funding

100% Agency Operating Funds

Commitment

This work was competitively bid with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract will result in a facility that does not meet all State Building Codes, Fire Safety Rules and Life Safety Standards for housing Level II prisoners. This could increase the State's potential liability if an incident occurs that jeopardizes the prisoners and/or staff.

Zip Code

48846

4. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building – Abatement and Demolition – 1st and 2nd Floors
File No. 071/06080.JRC – Index No. 53201
Low Responsive Bidder: HBC Contracting, Lansing; \$642,624.00

Purpose/Business Case

The purpose of this contract is for abatement and demolition to prepare for the complete renovations of the 1st and 2nd floors in the Lewis Cass Building. The 1st and 2nd floors are the last two floors in the Cass building to be renovated. This will bring the building into current building and fire code compliance while making the buildings mechanical systems function more economically.

Benefit

The State will benefit by having the facility brought up to current life safety standards along with more energy efficient HVAC systems.

Funding Source

100% State Building Authority Funds

Commitment

This work was competitively bid with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract will result in the 1st and 2nd floors not being in compliance with current life safety codes and the continued use of the existing inefficient HVAC systems.

Zip Code

48909

MODIFICATION OF CONTRACT FOR PROFESSIONAL SERVICES

5. DEPARTMENT OF TRANSPORTATION, DETROIT – Detroit TSC & Smart Office Facility – Design New Facility
File No. 591/04003.JAN - Index No. 27000 - Contract No. Y04048
That the contract for professional services with Barton Malow Design, Southfield, Michigan, be increased \$711,967.35 on a payroll basis times a multiplier of 2.73, plus reimbursables, to provide for architectural and engineering services for Phases 500, 600 & 700, for the new TSC and SMART Offices in Detroit, Michigan.

Purpose/Business Case

The purpose of this modification is to provide final design, construction administration and construction oversight. The fees are based on the original proposal from the professional, during the competitive selection process. The final project will consolidate operations from separate MDOT leased facilities into one State owned facility. In

addition, the new facility has been designed to qualify as a LEED building and meets the energy efficiency requirements of the Governor's initiative.

Benefit

The State will benefit from this contract by having professionally prepared contract documents for the competitive construction bid, and contract administration services through construction.

Funding

100% State Trunkline Funds

Commitment

The professional services contract modification will be an hourly contract paid on a payroll basis times a multiplier plus authorized reimbursable expenses. The amount of the modification is within the authorized total project cost.

Risk Assessment

Failure to approve this modification will result in the State not obtaining the bid documents necessary to move forward with this project and leave MDOT staff in their current lease space.

Zip Code

48226

REVISIONS TO CONSTRUCTION CONTRACTS

6. DEPARTMENT OF MANAGEMENT AND BUDGET, GRAND RAPIDS – Grand Rapids State Office Building – Building Renovation
File No. 071/05263.FAR – Index No. 53158
Carrier Construction Company, Inc., Hickory Corners; CCO No. 18, Incr. \$12,249.00

Purpose/Business Case

The purpose of this change order is to remove the existing ceiling and lights in corridor "J" and replace them with new ceiling grid and new lights. This will allow access to the air handling control valves for required maintenance.

Benefit

The State will benefit by having accessible valves for maintenance and the ceiling and light fixtures will match the rest of the renovated floor.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC.

Risk Assessment

Failure to approve this change order will result in maintenance staff not having access to the air handling control valves which control the judges quarters.

Zip Code

49503

7. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Michigan Library and Historical Center – Roof Replacement
File No. 071/06098.MNB – Index Nos. 53178 & 53225
Will H. Hall Construction, Flint; CCO No. 2, Incr. \$49,487.40

Purpose/Business Case

The purpose of this change order is to compensate the contractor for remobilization, increased labor costs, and limited repairs to the existing roof membranes over the period of time that the work has been delayed. As a result of fireproofing delaminating from the roof deck, the contractor was directed to halt all work while removal of existing fireproofing is completed under a separate contract. The contractor is tentatively scheduled to remobilize on or about April 15, 2008. Additional work will also include the fabrication and installation of a security camera mount as requested by the DMB Facilities Administration Security and Emergency Management Division.

Benefit

The State will benefit by protecting the occupants of the building from the potential hazard of falling fireproofing during the roof work.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC.

Risk Assessment

Failure to approve this change order will result in the State potentially being liable for default. Since the delay is of no fault of the contractor, they are entitled to the additional costs related to the delay.

Zip Code

48933

8. DEPARTMENT OF CORRECTIONS, JACKSON – Egeler Correctional Facility – Renovations to Cell Blocks 1, 2, 3 & 7
File No. 472/06408.JNS – Index Nos. 23190 & 53275
Carrier Construction Company, Inc., Hickory Corners; CCO No. 9, Incr. \$44,313.00

Purpose/Business Case

The purpose of this change order is for the addition of an emergency lighting inverter system in Cell Blocks 1, 2 and 3, the addition of concertina wire on perimeter fence on the south side of Cell Blocks 1, 2 and 3 and a credit for the deletion of concertina wire on the roofs of the new stair towers at Cell Blocks 1, 2 and 3. The addition of an emergency lighting inverter system is required to meet electrical code requirements. The revised locations of concertina wire are required to provide required security.

Benefit

The State will benefit by providing the required safety and security for this facility.

Funding Source

State Building Authority Funds and Agency Operating Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC.

Risk Assessment

Failure to approve this change order will result in non-compliance with electrical code requirements and placing the Department of Corrections in violation of agreements reached with the United States District Court.

Zip Code

49201

RESOLUTION FOR APPROVAL

9. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - Design and Construction Division's approval of Construction Contract Bidding Procedure dated February 5, 2008 amending prior resolution dated October 13, 1999.

Purpose/Business Case

The purpose of this resolution is to cease advertising for construction contracts in the Michigan Contractor and Builder magazine, since all advertisement is done via the State of Michigan website.

Benefit

The State will benefit by the cost of advertising fees. Advertising on the website is free and has been proven over the last several years to be effective, bringing new vendors information on contracting opportunities.

Funding Source

NA

Commitment Level

NA

Risk Assessment

Failure to approve this resolution results in the cost of advertising in Michigan Contractor and Builder magazine continuing.

LEASE FOR PRIVATE PROPERTY

10. DEPARTMENT OF HUMAN SERVICES, LANSING - Renewal of Lease #7137-2007 effective July 1, 2008, through June 30, 2013, with Baryames Family, LLC, a Limited Liability Company, 1111 Michigan Avenue, Suite 201, East Lansing, Michigan 48823, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 1,550 square feet of office space located at 405 South Grand, Lansing, Michigan 48933. The annual per square foot rental rate for this space is \$14.11 (\$1,822.54 per month). This rate does not include electric, heating and cooling, water and sewer, and janitorial. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$14.53 (\$1,876.79 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This is a renewal Lease for space occupied by the Department since 1988, providing special use as a studio for making public service commercials for the Department of Human Services.

Benefit

Renewal of this Lease allows the Department to remain at their current location and continue to use equipment purchased specifically to film commercials.

Funding Source

55% General Fund; 45% Federal Funds

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing uninterrupted service at an established location with a below market rental rate.

Zip Code

48933

11. DEPARTMENT OF STATE, ROMEO - Renewal of Lease #10184 effective February 1, 2008, through January 31, 2013, with Shina Properties, a Michigan Limited Liability Company, 2150-B Franklin Road, Bloomfield Hills, Michigan 48302, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 1,646 square feet of office space located at 71130 Van Dyke, Romeo, Michigan 48065. The annual per square foot rental rate for this space is \$13.50 (\$1,851.75 per month). This rate does not include utilities, janitorial services and supplies, replacement of fluorescent tubes and bulbs, trash removal and pest control. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This space is used as a branch office for the Department of State and continues to meet their needs.

Benefit

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

Funding Source

27% General Fund; 73% Restricted General Fund

Commitment Level

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

Risk Assessment

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

Zip Code
48065

NEW SUB-LEASE FOR PRIVATE PROPERTY

12. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, BAY CITY, - New Sub-lease #11305-2006 effective July 1, 2006, through June 30, 2009, with County of Saginaw, A Governmental Unit, 111 South Michigan Avenue, Saginaw, Michigan 48602, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Lessee, for 414 square feet of office space located at 4071 North Euclid Avenue, Bay City, Michigan 48706. The annual per square foot rental rate for this space is \$17.55 (\$605.37 per month). This is a full service Sub-lease. This Sub-lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-lease as to legal form.

Purpose/Business Case

The space is utilized by the Department of Labor and Economic Growth and continues to meet their needs.

Benefit

This Sub-lease will allow the Agency to continue to provide Employee Services Agency assistance in a co-location with the Michigan Works Agency.

Funding Source

100% Federal Funds

Commitment Level

Three years; however this sub-lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Sub-lease will hinder the Department from continuing to provide uninterrupted services and could bring about increased costs if they are forced to relocate.

Zip Code

48706

13. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, PRUDENVILLE, - New Sub-lease #11322 effective January 1, 2007, through December 31, 2008, with Region 7B Employment and Training Consortium, a Limited Liability Company, P.O. Box 408, 402 North First Street, Harrison, Michigan 48625, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth as Lessee, for 115 square feet of office space located at 1015 Short Drive, Prudenville, Michigan 48651. The annual per square foot rental rate for this space is \$11.27 (\$108.00 per month). This is a full service Sub-lease. This Sub-lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-lease as to legal form.

Purpose/Business Case

The Department of Labor and Economic Growth, (Michigan Rehabilitation Services), utilizes this space. This is a co-location with the Michigan Works! Agency.

Benefit

This Sub-lease allows the Department to remain at the current location, avoid relocation costs, and continue co-location with the Michigan Works! Agency. The rental rate provides for an all-inclusive sub-lease.

Funding Source

100% Federal Funds

Commitment Level

Two-years; however, this Sub-lease contains a Standard cancellation clause requiring 90-days notice.

Risk Assessment

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

Zip Code

48651

APPROVED

February 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the **Building** Committee was held at **10:55 a.m.**
on **February 5, 2008**. Those present being:

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

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: Steven Liedel, representing Approved _____
Governor Granholm

Others: Patrick Isom, Iris Lopez, Department of Attorney General; Carol
Wolenberg, Department of Education; Sherry Bond, Meagan Bryant,
Pat Mullen, Department of Management and Budget; Amy Meldrum,
Department of Transportation; Nathan Ohle, Michigan Economic
Development Corporation

The Building Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

SPECIAL AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

February 5, 2008
10:55 A.M / 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, DETROIT – Ryan Correctional Facility –
Dialysis Unit Relocation
File No. 472/07077.EEW – Index No. 32670
Low Responsive Bidder: E.L. Bailey & Company, Inc., Southfield; \$429,000.00

Purpose/Business Case

The purpose of this contract is to provide for the construction of an 18-bed Dialysis Unit in Building 200 at the Ryan Correctional Facility. The scope includes construction of a new water room, 18-bed treatment area, isolation room, storage space, doctor's office, nurse's station, inmate toilet and a maintenance and repair room.

Benefit

The State will benefit from this contract by having a professional construction contractor perform the work to the latest American Correctional Association (ACA) State Building and Health Codes and Fire/Safety standards.

Funding

100% Agency Operating Funds

Commitment

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

Risk Assessment

Failure to move the Dialysis Unit to Ryan Correctional will place the Department of Corrections in violation of a Federal Court Order.

Zip Code

48212

Ms. MacDowell presented the Building Committee Reports for the regular meeting of January 29, 2008, and the special meeting of February 5, 2008. After review of the foregoing Building Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting held January 29, 2008, and the special meeting held February 5, 2008, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

APPROVED

February 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at
11:10 a.m. on **January 29, 2008**. Those present being:

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

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Sherry Bond, James Burris, Janet Rouse, Department of
Management and Budget; Brandon Hofmeister, Governor's Legal
Staff; Evelyn Zois, Dykema, Gossett

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

Following discussion, Ms. Lopez moved that the regular and supplemental
agendas be recommended to the State Administrative Board for approval.
The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

FINANCE AND CLAIMS COMMITTEE

January 29, 2008, 11:10 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

February 5, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF AGRICULTURE

1) Various (Listing on file)	NOT TO EXCEED \$ 111,457.38 Total FY08 100% Restricted Funds Consumer and Industry Food Safety Education Opportunities
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2. DEPARTMENT OF ATTORNEY GENERAL

1) Michael J. Ferency Lansing, MI	\$ 190,586.00 Amendment \$ 215,585.00 New Total FY08-09 100% Various Additional funding for a 1- year, 9-month option to the SPS Legal Services Contract to work with the new Attorney General Auto Theft Prevention Unit
2) Kerry B. Zahner Charlevoix, MI	\$ 55,001.00 Amendment \$ 80,000.00 New Total FY08 100% Restricted Additional funding for a 1- year, 9-month option to the Legal Services Contract to provide full-time services exclusively as a Domestic Violence Prosecutor in Emmet, Cheboygan, Charlevoix and possibly other northern Michigan counties

4. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | | |
|----|--|---|--|
| 3) | Jewish Federation of
Metropolitan Detroit
Bloomfield Hills, MI | \$ 150,000.00 Amendment
\$ 1,140,000.00 New Total
FY08 100% State GF/GP | Additional funding for 1-year
grant agreement to provide
various services to
individuals in the Metro-
Detroit Tri-County Area
through the Jewish Welfare and
Social Service agencies |
| 4) | Planned Parenthood Mid and
South Michigan
Ann Arbor, MI | \$ 183,717.00 Amendment
\$ 6,104,934.00 New Total
FY08 19% Federal
31% State Restricted
50% Local Fees | Additional funds for 1-year
grant agreement to provide
funding for family planning
services |
| 5) | Planned Parenthood Centers of
West Michigan
Grand Rapids, MI | \$ 157,799.00 Amendment
\$ 1,917,233.00 New Total
FY08 22% Federal
36% State Restricted
42% Local | Additional funds for 1-year
grant agreement to provide
funding for family planning
services |
| 6) | Various Vendors
(Listing on file) | \$ 1,657,522.00 Amendment
\$110,269,600.00 New Total
FY08 30.31% State GF
3.5% State Restricted
66.19% Federal | Additional funds for 1-year
grant agreement that will set
forth a joint cooperative
effort facilitating the
delivery of health services
to citizens of the state with
local health departments |

4. DEPARTMENT OF COMMUNITY HEALTH continued

- 7) Michigan Fitness Foundation \$ 95,398.00 Amendment
Lansing, MI \$ 4,380,735.00 New Total
28% State Restricted
67% Local 1% Other
4% Fees and Collections
Additional funds for 1-year
grant agreement to provide
funding for a physical
education population to be
created and given the
knowledge and skills to enjoy
a healthy lifestyle
- 8) Roche Laboratories, Inc. \$ 38,480.00 Total
Nutley, New Jersey **FY08** 100% Federal
One-time commodity purchase
of Tamiflu vaccines for
regional medical control
authority
- 9) Various Vendors \$ 2,316,453.00 Amendment
(Listing on file) \$116,924,673.00 New Total
FY08 56.59% Federal
43.41% State GF
Additional funding for 1-year
grant agreement to provide
funding for Home- and
Community-based services for
the elderly and disabled
waiver program as an option to
institutionalization in
nursing facilities
- 10) Detroit Community Health \$ 189,700.00 Total
 Connection **FY08** 100% Federal
Detroit, MI Nine-month grant agreement to
provide funding to implement
HIV testing in high
prevalence health care
settings to address racial
and ethnical disparities in
access

5. DEPARTMENT OF CORRECTIONS

- 1) South Central Michigan Works!
Hillsdale, MI \$ 29,229.00 Amendment
\$ 2,783,200.00 New Total
FY08-10 100% General Fund
Additional funds to provide
Michigan Prisoner Re-Entry
Initiative services

- 2) Community Programs, Inc.
Waterford, MI \$ 273,788.00 Amendment
\$ 11,215,268.00 New Total
FY08-10 100% General Fund
Additional funds to provide
residential substance abuse
treatment to prisoners,
parolees and probationers

- 3) Completion House, Inc. dba
Turning Point Recovery
Centers
Pontiac, MI \$ 65,152.00 Amendment
\$ 822,817.00 New Total
FY08 100% General Fund
Additional funds to provide
residential substance abuse
treatment to prisoners,
parolees and probationers

- 4) New Paths, Inc.
Flint, MI \$ 29,473.00 Amendment
\$ 4,700,092.00 New Total
FY08 100% General Fund
Additional funds to provide
residential substance abuse
treatment to prisoners,
parolees and probationers

- 5) Proaction Behavioral Health
Alliance
Grand Rapids, MI \$ 1,934,616.00 Amendment
\$ 9,984,633.00 New Total
FY08-10 100% General Fund
Additional funds to provide
residential substance abuse
treatment to prisoners,
parolees and probationers

5. DEPARTMENT OF CORRECTIONS continued

- | | | |
|-----|--|---|
| 6) | Saginaw Psychological Services, Inc.
Saginaw, MI | \$ 48,399.00 Amendment
\$ 1,011,822.00 New Total
FY08 100% General Fund
Additional funds to provide residential substance abuse treatment to prisoners, parolees and probationers |
| 7) | Salvation Army Harbor Light System
Detroit, MI | \$ 314,194.00 Amendment
\$ 8,008,063.00 New Total
FY08-10 100% General Fund
Additional funds to provide residential substance abuse treatment to prisoners, parolees and probationers |
| 8) | Self Help Addiction Rehabilitation
Detroit, MI | \$ 1,401,191.00 Amendment
\$ 2,796,659.00 New Total
FY08-10 100% General Fund
Additional funds to provide residential substance abuse treatment to prisoners, parolees and probationers |
| 9) | Sequoia Recovery Services
Pontiac, MI | \$ 104,310.00 Amendment
\$ 990,945.00 New Total
FY08-10 100% General Fund
Additional funds to provide residential substance abuse treatment to prisoners, parolees and probationers |
| 10) | Twin County Community Probation Center, Inc.
Three Rivers, MI | \$ 52,155.00 Amendment
\$ 1,906,422.00 New Total
FY08-10 100% General Fund
Additional funds to provide residential substance abuse treatment to prisoners, parolees and probationers |

6. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) City of Grand Rapids \$ 245,112.00 Total
Environmental Protection **FY08** 57% Federal Funds
Grant Rapids, MI 43% State Restricted
One-year grant contract for
air monitoring
- 2) U.S. Environmental Protection \$ 285,540.00 Total
Agency U.S. EPA - Region 5 **FY07-19** 100% Restricted
Chicago, IL To provide required
assurances including 10%
cost share for the soil
remediation, construction of
the groundwater extraction
and treatment system, and
operation and maintenance of
the groundwater treatment
system for the shakedown
period and the ten-year,
Long-Term Remedial Action
period at the Grand Traverse
Overall Supply Company site
of environmental
contamination

7. DEPARTMENT OF HISTORY, ARTS, and LIBRARIES

- 1) Michigan Library Consortium NOT TO EXCEED
Lansing, MI \$ 52,000.00 Total
FY08 100% GF/GP
One-year subscription to the
Online Computer Library
Center

8. DEPARTMENT OF HUMAN SERVICES

- 1) MI Alliance of Boys NOT TO EXCEED
& Girls Club \$ 750,000.00 Total
Royal Oak, MI **FY08-10** 100% Federal
Two-year/6-month/20-day
contract to implement SMART
Moves program

8. DEPARTMENT OF HUMAN SERVICES continued

- 2) Deanna Kennedy \$ 36,000.00 Amendment
Ironwood, MI \$ 72,000.00 New Total
FY08-10 100% Federal
Additional monies for Parent
Aide services
- 3) Maurene McKindles NOT TO EXCEED
Iron Mountain, MI \$ 60,002.40 Total
FY08-10 100% Federal
Two-year/9-month contract
for Parent Aide services
- 4) William C. Schirado, Ph.D. \$ 65,000.00 Amendment
Kalamazoo, MI \$ 392,000.00 New Total
FY08 100% Federal
Additional monies for
psychological review of
disability claims for Social
Security
- 5) Glen Douglass, M.D. \$ 25,000.00 Amendment
Kalamazoo, MI \$ 115,000.00 New Total
FY08 100% Federal
Additional monies for
medical review of disability
claims for Social Security
- 6) left blank intentionally
- 7) Community Mental Health for NOT TO EXCEED
Central Michigan \$ 239,952.00 Total
Reed City, MI **FY08-10** 100% Federal
Two-year/9-month contract
for Home-based and Group
Parent Education class

8. DEPARTMENT OF HUMAN SERVICES continued

8)	Mid-Michigan Guardianship Services, Inc. Lansing, MI	\$ 5,819.00 Amendment \$ 133,619.00 Total FY08 100% GFGP Additional monies to cover court appointed guardianships
9)	Various (Listing on file)	\$ 11,777,904.60 Amendment \$101,777,904.60 New Total FY08-10 34% Federal 66% State GF (50% Local funds) Additional monies for placement agency foster care due to rate increase
10)	Various (Listing on file)	\$ 2,014,949.00 Amendment \$161,195,720.00 New Total FY08-10 34% Federal 66% State GF (50% Local funds) Additional monies for residential foster care due to rate increase
11)	Arab Community Center for Economic & Social Services (ACCESS) Lansing, MI	\$ 476,484.00 Amendment \$ 623,730.00 New Total FY08 100% Federal Additional monies to provide medical screening/health assessments of newly arrived refugees/asylees
12)	Allegan Area Educational Service Agency Allegan, MI	NOT TO EXCEED \$ 61,153.20 Total FY08-10 100% Federal Two-year, 8-month contract for home-based parent education

9. DEPARTMENT OF LABOR & ECONOMIC GROWTH

- 1) Statewide Workforce Development Boards (Listing on file) \$ 3,000,000.00 Total **FY 08** 100% Federal Funds Federally funded formula grants whereby the Grantee's will receive funding which will enable them to operate a demonstration of Career Advancement Accounts (CAA) for incumbent and dislocated worker training programs
- 2) Macomb/St. Clair Workforce Development Board Clinton Township, MI \$ 296,000.00 Total **FY 08** 100% Federal Funds The Grantee will receive funding to provide retraining, job placement and other services to dislocated workers affected by plant closures/mass layoffs in the area(s) served by the grantee
- 3) Thumb Area Michigan Works ! Employment & Training Consortium Marlette, MI \$ 100,000.00 Total **FY 08** 100% Federal Funds The Grantee will receive funding to provide retraining, job placement and other services to dislocated workers affected by plant closures/mass layoffs in the area(s) served by the grantee
- 4) Michigan Disability Rights Coalition East Lansing, MI \$ 129,078.00 Amendment \$ 1,786,635.00 New Total **FY 08** 100% Federal Funds Additional federal funds to be awarded to the Grantee to carry out the provisions of the Assistive Technology Act. The purpose of this project is to increase awareness and access to assistive technology devices, services and funding for individuals with disabilities in Michigan

10. DEPARTMENT OF STATE

1) City of Flint
Flint, MI

NOT TO EXCEED
\$ 32,800.00 Total
FY08 100% Federal Funds
Grant funds to provide
improvements to polling
locations to become ADA
compliant

11. DEPARTMENT OF STATE POLICE

1) Multiple Michigan local
and county police agencies
(Listing on file)

\$ 869,800.00 Amendment
\$ 6,219,650.00 New Total
FY08 100% Federal Funds
Additional funds to provide
agencies with funds to
detect and arrest drunk
drivers to reduce traffic
crashes, fatalities, and
injuries in Michigan

2) Michigan Center
for Truck Safety
Lansing, MI

\$ 175,000.00 Total
FY08 100% Federal Funds
One-year grant for the
development and production
of a Cross-Border Truck
Driver's Guidebook

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

12. DEPARTMENT OF AGRICULTURE

1) Petrolab Company
Albany, NY

\$ 34,903.00 (One-Time)
FY08 100% Restricted Funds
791R8200032 Gasoline
Analyzer Lab Equipment

13. DEPARTMENT OF EDUCATION

1) Measurement, Inc. \$ 40,810,249.00 (2y 11m 11d)
Durham, NC **FY08** 17% Federal Funds
83% Restricted Funds
071I7200235 MEAP
Administration Services

14. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) Sonoma Technologies, Inc. \$ 100,000.00 (One-Time)
Petaluma, CA **FY08** 100% Federal Funds
761R8200102 Air Toxics Data
Analysis Services

15. DEPARTMENT OF INFORMATION TECHNOLOGY

1) DLL Public Finance, LLC \$ 860,653.44 (3 years)
Scottsdale, AZ **FY08-11** 100% Revolving Funds
Finance for Lease/Purchase for
EDL Upgrade Equipment

Various RE:START Vendors

**Short-term Staff Augmentation
for information technology for
various departments**

2) Keane, Inc. \$ 187,200.00 (1 year)
Southfield, MI **FY08** 100% Restricted Funds
071I8200050 To provide a
technology consultant to assist
the Department of Information
Technology and the Michigan
State Police with writing all
technical business requirements
for enhancements to the Sex
Offender Registry Enhancement
Project for compliance with new
federal law

16. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Enterprise Rent-A-Car \$ 800,000.00 (3 years)
Lansing, MI **FY08-11** Various Funding
071R7200173/071I8200029
071B8200093 To provide vehicle
rentals statewide, to all State
Executive Agencies and
Departments
- 2) Gene's Landscape Service Co. \$ 43,750.00 (One-Time)
Detroit, MI **FY08** 100% Restricted Funds
071R8200340 Snow removal
Service for State Fair
- 3) Haworth, Inc. \$ 8,000,000.00 (5 years)
Holland, MI **FY08** Various Funding
071I6200035 New Open Space
Office Systems, Lateral Files,
Design and Installation
Services, Statewide

17. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

- 1) Battle Creek Hunt Club \$ 1,331,062.50 (3 years)
Battle Creek, MI **FY08-11** 60% Federal Funds
40% Restricted Funds
551I8200001 Catering
Services for the Michigan
Youth Challenge Academy

CONTRACT CHANGES

18. DEPARTMENT OF COMMUNITY HEALTH

- 1) Brogan & Partners \$ 2,770,000.00 Amendment
Birmingham, MI \$ 17,120,000.00 New Total
FY08 50% Federal Funds
50% Restricted Funds
071B5200138 Additional funding
for a 6-month option to the
contract for Advertising &
Creative Services

18. DEPARTMENT OF COMMUNITY HEALTH continued

2) Council of Michigan Dental \$ 60,000.00 Amendment
Specialties, Inc \$ 772,577.00 New Total
Bingham Farms, MI **FY08** 100% Federal Funds
071B2001386 Additional funding
for Dental Specialty
Examinations

19. DEPARTMENT OF EDUCATION

1) Moore & Associates \$ 100,000.00 Amendment
Southfield, MI \$ 429,960.00 New Total
FY08-09 100% Federal Funds
071B4200279 Additional funding
for an Independent Program
Evaluator

20. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Lason Incorporated \$ 50,000.00 Amendment
Livonia, MI \$ 2,371,390.63 New Total
FY08-09 100% Restricted Funds
071B7200101 Additional funding
for Disaster Recovery Services
for Eight Mission Critical
Applications

2) Oracle USA, Inc. \$ 18,000,000.00 Amendment
Chicago, IL \$ 26,751,066.62 New Total
FY08-11 Various Funding
071B7200116 Additional funding
for a three-year extension of
the contract for IT Maintenance
and Software

3) left blank intentionally

20. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RESTART Vendors	Amendment(s) to existing contract(s) for Short-term Staff Augmentation for information technology for various departments
4) Analysts International Lansing, MI	\$ 176,800.00 Amendment \$ 353,600.00 New Total FY08 100% Federal Funds 071B7200106 Additional funding for a one-year option to the contract to provide support for the DLEG Unemployment Insurance Agency's technical environment which includes server application, network, and LAN technical support to ensure that its Information Technology environment is operating at the high degree of efficiency and availability
5) TekSystems Grand Rapids, MI	\$ 332,880.00 Amendment \$ 665,760.00 New Total FY08 100% Restricted 071B7200112 Additional funding for a one-year option to the contract for 2 Sr. Programmer Analysts to assist the Department of Information Technology and the Department of Labor and Economic Growth/Office of Financial and Insurance Services

21. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) Corporate Security Solutions \$ 271,165.00 Amendment
Grand Rapids, MI \$ 677,913.00 New Total
FY08-09 100% General
071B5200122 Additional
funding for a one-year
option to the contract for
Fire Safety, Prevention and
Security Services at the
Grand Rapids Home for
Veterans

22. DEPARTMENT OF TREASURY

1) Richard M. Kaye \$ 125,416.00 Amendment
Grand Rapids, MI \$ 554,912.00 New Total
FY08-09 100% Restricted
071B2001617 Additional
funding for a one-year
option to the contract for
Actuarial Services for the
Michigan Education Trust

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

23. DEPARTMENT OF COMMUNITY HEALTH

1) Carl Hunter \$500.00

The claimant (07-SAB-158) requests \$500.00 reimbursement for his leather coat lost while under control of the Department. The Department recommends approval of this claim.

2) Suzanne Pierick \$250.00

The claimant (07-SAB-131) requests \$250.00 reimbursement for her insurance deductible after hitting a deer with her vehicle while using her vehicle for business. The Department recommends approval of this claim.

24. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) Matthew Baker #135903 \$ 24.00

The Claimant (07-SAB/DOC-375) requests \$24.00 reimbursement for his Polaroid photos lost during transfer. The Department recommends approval of this claim.

- 2) DeAngelo Betts #265332 \$ 83.99

The Claimant (07-SAB/DOC-369) requests \$83.99 reimbursement for his TV lost during transfer. The Department recommends approval of this claim.

- 3) James Conran #404331 \$ 99.40

The Claimant (05-SAB/DOC-376) requests \$99.40 reimbursement for his TV lost while under control of the Department. The Department recommends approval of this claim.

- 4) Vernon Crawford #147935 \$ 34.50

The Claimant (08-SAB/DOC-004) requests \$34.50 reimbursement for his sweat suit lost during transfer. The Department recommends approval of this claim.

- 5) Kendall Donaldson #265661 \$ 85.00

The Claimant (07-SAB/DOC-399) requests \$85.00 reimbursement for his footlocker damaged by staff. The Department recommends approval of this claim.

- 6) William Greer #153507 \$ 99.87

The Claimant (08-SAB/DOC-007) requests \$99.87 reimbursement for his TV lost during transfer from on facility to another. The Department recommends approval of this claim.

- 7) Raymond Haney #190843 \$ 11.97

The Claimant (06-SAB/DOC-363) requests \$11.97 reimbursement for his headphones lost during transfer from on facility to another. The Department recommends approval of \$9.96 this claim.

24. DEPARTMENT OF CORRECTIONS continued

- 8) Anthony Morgan #495858 \$ 47.70

The Claimant (07-SAB/DOC-383) requests \$47.70 reimbursement for 2 new shirts damaged during the numbering process. The Department recommends approval of this claim.

- 9) Michael O'Brian #373254 \$ 26.23

The Claimant (07-SAB/DOC-386) requests \$26.23 reimbursement for his store order he never received. The Department recommends approval of this claim.

- 10) Bryan Pine #270986 \$ 11.50

The Claimant (08-SAB/DOC-011) requests \$11.50 reimbursement for a pair of winter gloves he ordered and never received. The Department recommends approval of this claim.

- 11) Kimmet Rinard #256891 \$ 13.85

The Claimant (06-SAB/DOC-339) requests \$13.85 reimbursement for 3 books he ordered and never received. The Department recommends approval of this claim.

- 12) Toya Russell #270652 \$106.73

The Claimant (08-SAB/DOC-014) requests \$106.73 reimbursement for her gold chain and cross lost while under control of the Department. The Department recommends approval of \$106.74 for this claim.

- 13) Eugene Williams #570886 \$ 31.55

The Claimant (07-SAB/DOC-387) requests \$31.55 reimbursement for 2 t-shirts, watch battery and beard trimmers ordered but never received. The Department recommends approval of this claim.

- 14) Sean Williams #432168 \$ 40.50

The Claimant (07-SAB/DOC-367) requests \$40.50 reimbursement for 2 pairs of sweat pants ordered and never received. The Department recommends approval of this claim.

25. DEPARTMENT OF TRANSPORTATION

- 1) Judy Anderson \$160.00

The claimant (07-SAB-161) requests \$160.00 reimbursement for damage to her vehicle when sand and mud damaged her car door. The Department recommends denial of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

26. DEPARTMENT OF CORRECTIONS

- 1) The Department reports during the months of November and December 2007, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

Paul Tunell	Approved \$50.00 for his watch
Wayne Ritz	Approved \$89.97 for his clothing

- 2) Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Saginaw Correctional Facility, 1/29/2008

- 3) Reporting one emergency purchase order in accordance with Administrative Guide Procedure 0620.02 for \$33,985.25 with Ryan's Modern Sewer Cleaning, Inc. to unclog drains before prisoners were moved in.

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

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

FINANCE AND CLAIMS COMMITTEE

January 29, 2008, 11:10 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

February 5, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1s. DEPARTMENT OF ATTORNEY GENERAL

PMA Consultants
Ann Arbor, MI

\$ 100,000.00 Total
FY08-09 100% Restricted Funds
Expert witness Services in *Acme Contracting v DMB and State of Michigan v Earth Tech, Inc.*

2s. DEPARTMENT OF HUMAN SERVICES

CARE
Fraser, MI

NOT TO EXCEED
\$ 46,526.00 Total
FY08 100% Federal
Seven-month, 24-day contract
for Family to Family services
in Clinton County

3s. MICHIGAN ECONOMIC DEVELOPMENT CORPORATION

1) Duffey Petrosky & Company
Farmington Hills, MI

\$ 5,167,500.00 Amendment
\$ 24,667,500.00 New Total
FY08 100% Restricted Funds
Additional funds for an 8-month
option to the contract for Out-
of-state media plan/purchases
to promote business marketing
in Michigan

3s. MICHIGAN ECONOMIC DEVELOPMENT CORPORATION continued

2)	McCann-Erickson	\$ 4,282,500.00	Amendment
	Birmingham, MI	\$ 20,282,500.00	New Total

FY08 100% Restricted Funds
Additional funds for an 8-month option to the contract for Out-of-state media plan/purchases to promote travel and tourism in Michigan

SECTION II. DMB CONTRACTS

Requests approval of the following:

CONTRACT CHANGES

4s. DEPARTMENT OF INFORMATION TECHNOLOGY

Dewpoint, Inc	\$ 208,000.00	Amendment
Lansing, MI	\$ 416,000.00	New Total

FY08 100% Revolving Funds
071B7200129 Additional funding for a one-year option to the contract to assist MDIT Telecommunications with Project Management of several ongoing strategic activities

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

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

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of January 29, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held January 29, 2008, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

February 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources Committee was held at 3:30 p.m. on January 30, 2008. Those present being:

Chairperson: Joseph Pavona, representing Approved _____
Secretary of State Land

Member: Steven Liedel, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Cynthia Watson, Department of Natural Resources; Mike Blackledge,
Keith Brown, Connie Hanrahan, Amy Meldrum, Betsy Steudle, Bill
Stonebrook, Brian Walsh, Department of Transportation

The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources agenda be recommended to the State Administrative Board for approval. Supported by Mr. Liedel, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular and supplemental agendas were presented.

Retroactive letters were received from the Director of the Department of Transportation, Kirk T. Steudle, regarding Item 4 of the regular agenda and Items 1 and 2 of the supplemental agenda.

Following discussion, Mr. Shell moved that the Transportation regular and supplemental agendas be recommended to the State Administrative Board for approval with Item 43 of the regular agenda contingent upon approval by the Office of Commission Audit; Items 3, 4, 14 through 19, 21, 23 through 25, 27 through 35, 47 through 51, 54 through 57, 59, 60 110 through 114, 116, 118, 120, 122 through 131, 133, and 134 of the regular agenda contingent upon approval at the State Transportation Commission on January 31, 2008; and Item 129 of the regular agenda

Transportation and Natural Resources Committee Report
January 30, 2008
Page 2

contingent upon additional information. Supported by Mr. Liedel, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

At the State Administrative Board meeting on February 5, 2008, Items 126 and 130 of the regular Transportation agenda were withdrawn by the Department of Transportation.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - January 30, 2008 - 3:30 P.M.
State Administrative Board Meeting - February 5, 2008 - 11:00 A.M.

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

MINERAL LEASES

ONE DIRECT OIL and GAS LEASE - DEVELOPMENT: R & B Resources LLC, of Gaylord, Michigan, Department of Natural Resources state-owned minerals, 167.16 acres, more or less, Section 19, T32N, R02E, Montmorency Township, Montmorency County.

Terms: One-year term, no extensions, 3/16 royalty, \$21,840.00 bonus consideration (\$130.00 per acre), and \$2.00 per acre annual rental.

The Chief of Forest, Mineral and Fire Management approved this item on January 11, 2008. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

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

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 30, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: February 5, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0134) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the land acquisition costs for parcel 85 at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$160,000. Source of Funds: FAA Funds (via block grant) - \$128,000; State Bond Funds - \$28,000; Jackson County Funds - \$4,000.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control safety areas and runway protection zones (RPZ) and maintain clear approaches. The property acquisition will meet this federal requirement for safety. This project cannot be delayed because of non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs of parcel 85 (hangar and lease rights). The costs include hangar acquisition, appraisal and appraisal review, negotiations, environmental site assessment (phase 1), and closing and relocation costs.

Benefit: Acquisition of the land will ensure that the airport is in compliance with FAA safety area requirements and is free of existing or future obstructions.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49202.

2. AERONAUTICS AND FREIGHT (Freight) - Reduce Loan Amount

Amendatory Contract (2004-0225/A2) between MDOT and Lafarge North America, Inc., will reduce the original loan amount by \$2,500, \$1,250 in state funds and \$1,250 in Lafarge North America, Inc., funds as the actual construction costs were lower than originally estimated. The original contract provides financial assistance in the form of a loan under the Freight Economic Development Program for the rehabilitation of 3,395 feet of track and the construction of 1,100 feet of new track and a switch assembly in the city of Alpena. The contract term remains unchanged, from June 9, 2004, until one year after the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever is earliest. The revised project cost will be \$249,106.26. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$124,553.13; Lafarge North America, Inc., Funds - \$124,553.13

Criticality: Approval of this amendment is critical as the actual final project construction costs paid by MDOT are less than the loan contract amount. This amendment will reduce the loan amount with direct savings of state funds.

Purpose/Business Case: To reduce the loan amount due to a decrease in project construction costs.

Benefit: This amendment will reduce the loan amount, which will make additional funding available to be reallocated to another project. The project will provide the Alpena Cement Plant with a modern product handling facility and will update the rail loading and shipping area to facilitate increased rail traffic. Shipping the majority of outbound freight by rail will significantly reduce the number of trucks traveling US-23 during the peak Northern Michigan tourist season.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$124,553.13; Lafarge North America, Inc., Funds - \$124,553.13

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work was competitively bid by Lafarge North America, Inc.

Risk Assessment: The risk of not approving this amendment is that funding that could be reallocated to another project would not be available.

Cost Reduction: The project was completed at a lower cost than estimated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49707.

3. *AERONAUTICS AND FREIGHT (Freight) – Reduce Loan Amount

Amendatory Contract (2007-0491/A1) between MDOT and Biofuel Industries Group, LLC, will reduce the original loan amount by \$30,746, \$15,373 in state funds and \$15,373 in Biofuel Industries Group, LLC, funds as the actual construction costs were lower than originally estimated. The original contract provides financial assistance in the form of a loan under the Freight Economic Development Program for the construction of 1355 feet of new track in the city of Adrian. The contract term remains unchanged, from May 3, 2007, until one year after the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever is earliest. The revised project cost will be \$284,847. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$142,437; Biofuel Industries Group, LLC, Funds - \$142,437.

Criticality: Approval of this amendment is critical as the actual final project construction costs paid by MDOT are less than the loan contract maximum. This amendment will reduce the loan amount with a direct savings of state funds.

Purpose/Business Case: To reduce the loan amount due to a decrease in project construction costs.

Benefit: This amendment will reduce the loan amount, making additional funding available to be reallocated to another project. The project will provide rail access to the newly built biodiesel production facility and will provide for the creation of up to 32 full-time jobs in the city of Adrian.

* Denotes a non-standard contract/amendment

Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds - \$142,437; Biofuel Industries Group, LLC, Funds - \$142,437.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work was competitively bid by Biofuel Industries Group, LLC.

Risk Assessment: The risk of not approving this amendment is that funding that could be reallocated to another project would not be available.

Cost Reduction: The project was completed at a lower cost than estimated.

Selection: N/A

New Project Identification: This is not a new project.

Zip Code: 49228.

4. *AERONAUTICS AND FREIGHT (Freight) - Port Authority Operating Assistance

Retroactive Contract (2008-0118) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will provide funding under the provisions of 1978 PA 639 to help finance the DWCPA's FY 2008 operations (127 days retroactive). Retroactive approval is necessary to provide for the continuation of ongoing port operations without interruption. The contract is retroactive because DWCPA's Board of Directors did not approve the DWCPA 2007-2008 operating budget until November 29, 2007, beyond the beginning of the 2007-2008 fiscal year. The contract will be in effect from October 1, 2007, through September 30, 2008. The contract amount will be \$500,000. Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$500,000.

Criticality: Approval of this contract is critical to the continued operation of the Port of Detroit, and MDOT is obligated to provide limited funding as provided in the 2007-2008 Appropriations Act.

Purpose/Business Case: To provide financial assistance to DWCPA pursuant to 1978 PA 639 for DWCPA's FY 2008 operations.

Benefit: Enhanced economic development opportunities for the city of Detroit, Wayne County, and the state of Michigan by promoting and facilitating the movement of goods through the use of all transportation modes and by promoting and developing the transportation, industrial, recreational, and commercial facilities within DWCPA's jurisdiction for the benefit of the citizens of the state of Michigan.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds - \$500,000.

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

Risk Assessment: Not undertaking this project would reduce the economic benefits to the city, county, and state from domestic and foreign trade that comes through the Port of Detroit.

Cost Reduction: In accordance with the provision of PA 639 of 1978, MDOT can match only the total of equal shares (25 percent) contributed by the city and county, for a total MDOT match of 50 percent of the budget, up to \$500,000.

Selection: N/A.

New Project Identification: This is not a new project. This contract will provide for the continuation of port services.

Zip Code: 48214.

5. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0371/A1) between MDOT and Wade Trim Associates, Inc., will extend the term of the indefinite delivery of services (IDS) contract by four years to provide sufficient time for the consultant to complete ongoing design services under authorization (Z10). (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 contract. The revised contract term will be August 11, 2005, through August 10, 2012. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Criticality: This contract will expire on August 11, 2008. If the IDS contract is not extended, authorization (Z10) cannot be extended, and the design of the sanitary sewer work under authorization (Z10) will not be completed. The project was originally programmed for 2009.

Purpose/Business Case: To extend the contract by four years to provide sufficient time for the consultant to complete ongoing work under authorization (Z10). MDOT cannot construct the project without the city and the Huron County Drain Commission first constructing the storm outlet for the project. No new authorizations will be issued under this contract.

Benefit: The additional time will allow the consultant to complete ongoing design services under authorization (Z10).

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 extension is not approved, the consultant will not be able to complete work under authorization (Z10).

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

6. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R1) under Contract (2005-0371) between MDOT and Wade Trim Associates, Inc., will provide for the performance of additional design services, will increase the authorization amount by \$40,232.52, and will extend the authorization term by four years to provide sufficient time for the consultant to complete the services. The additional services will include the design of the sanitary sewer, as requested by the city, and additional drainage design work that was found to be necessary after the survey was complete. The project was delayed because of a lack of funding on the city's part that required that the project letting be moved to 2012 to provide sufficient time for the city to obtain the necessary funding matches. The original authorization provides for design services to be performed for the reconstruction of M-53 from Outer Drive to Port Crescent Street (M-142) in the city of Bad Axe, Huron County (CS 32031 - JN 79540C). The revised authorization term will be May 24, 2006, through August 10, 2012. The revised authorization amount will be \$265,725.47. The contract term will be August 11, 2005, through August 10, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The project requires additional design services to be performed for the sanitary sewer and for additional drainage. The project was originally programmed for 2009. The City met with MDOT to discuss a funding shortage, and the decision was made to move the project letting to 2012 to provide sufficient time for the city to obtain the necessary funding matches. MDOT cannot construct the project without the City and the Huron County Drain Commission first constructing the storm outlet for the project.

Purpose/Business Case: To provide for the performance of additional design services, to increase the authorization amount by \$40,323.52, and to extend the authorization term by four years to provide sufficient time for the consultant to complete the services. The additional services will include the design of the sanitary sewer, as requested by the city, and additional drainage design work that was found to be necessary after the survey was complete.

Benefit: The additional services will allow the necessary storm outlet to be constructed before MDOT constructs the project and will provide for compliance with county drain commission requirements. The completed design services will allow MDOT to construct a complete project. The additional time will allow the City to obtain needed funding.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved and the work is not performed, MDOT will not be able to complete this project and federal funding could be jeopardized.

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

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

New Project Identification: This is not a new project.

Zip Code: 48413.

7. HIGHWAYS - IDS Engineering Services

Authorization (Z21) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for design services to be performed for M-13 from Holland Avenue to Janes Street in the city of Saginaw, Saginaw County (CS 73051 - JN 89371C). The services will include design surveys and the design for streetscaping, decorative lighting, stamped concrete, landscaping, and other aesthetic improvements. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$134,729.85. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: MDOT needs the expertise of this consultant for the development of streetscaping and electrical plans for this project. The project will incorporate input from the surrounding businesses.

Purpose/Business Case: To provide for design services to be performed for M-13 from Holland Avenue to Janes Street in the city of Saginaw, Saginaw County. The city of Saginaw has requested and obtained funding for these improvements. These improvements are in the city's long-range plans for the redevelopment and revitalization of the downtown district.

Benefit: The improvements will contribute to the redevelopment and revitalization of the downtown district. The project will provide for the continuation of streetscaping along the corridor.

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

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

Risk Assessment: If the services are not performed, an opportunity will be lost to contribute to the redevelopment and revitalization of the downtown district, and federal funding could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

8. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0329) between MDOT and Kimley-Horn of Michigan, Inc., will provide for the development of a Concept of Operations document for Intelligent Transportation System operations throughout the I-75 corridor in Wayne and Oakland Counties, including alternate corridors (CS 84917 - JN 87101). The Concept of Operations will provide a conceptual overview of the integrated corridor management program. It will provide for a framework for integrating existing, proposed, and new advanced traffic control systems across jurisdictional boundaries to help facilitate traffic flow, mitigate traffic congestion, and assist in the management of traffic incidents on freeway and arterial facilities. The authorization will be in effect from the date of award through February 6, 2010. The authorization amount will be \$124,839.36. The contract term is from February 7, 2007, through February 6, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Responsible management of the I-75 corridor and the safety of the public make this project critical. This project will increase the systems operations and maintain mobility across the transportation network, reducing congestion and increasing safety along the I-75 corridor. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: Will provide for the development of a Concept of Operations document for Intelligent Transportation Systems operations throughout the I-75 corridor in Wayne and Oakland Counties, including alternate corridors. The Concept of Operations will provide a conceptual overview of an integrated corridor management program. It will provide for a framework for integrating existing, proposed, and new advanced traffic control systems across jurisdictional boundaries to help facilitate traffic flow, mitigate traffic congestion, and assist in the management of traffic incidents on freeway and arterial facilities.

Benefit: Will reduce congestion and increase safety. This approach is also very cost effective and efficient for MDOT.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not approved, an opportunity will be lost to reduce congestion and increase safety, and urgent MDOT needs will not be met effectively or efficiently.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

9. HIGHWAYS - IDS University Research Services

Authorization (Z8) under Contract (2006-0412) between MDOT and the Regents of University of Michigan (U of M) will provide for the continued services of the Bridges and Structures Research Center of Excellence at U of M for fiscal year 2008. The research center provides support to carry out MDOT's applied research and technology transfer activities. The preservation and safety efforts that will be undertaken by MDOT in the next five years will necessitate utilization of the most advanced technologies available. The projected effort will require the development and application of new technologies to meet the expected future demands. The authorization will be in effect from the date of award through September 30, 2008. The authorization amount will be \$29,856.46. The contract term is from August 15, 2006, through August 14, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The continued services of the Bridges and Structures Research Center of Excellence at U of M are critical. Applied research and technology transfer activities provide on-going improvements to safety and mobility throughout Michigan. The applied research is used to solve MDOT's urgent safety issues. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: The research center provides support in the form of faculty members and laboratories for research to carry out MDOT's applied research and technology transfer activities. The preservation and safety efforts that will be undertaken by MDOT in the next five years will necessitate utilization of the most advanced technologies available. The projected effort will require development and application of new technologies to meet the expected future demands. Collaboration between MDOT and U of M will serve as a natural catalyst to provide new ideas and technologies to facilitate implementation of the Five Year Transportation Program.

Benefit: Will allow U of M to continue to perform research and carry out MDOT's applied research and technology transfer activities to satisfy urgent MDOT needs. This approach is very cost effective and efficient for MDOT.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not approved, an opportunity will be lost to utilize applied research and technology transfer activities, and urgent MDOT needs will not be met effectively or efficiently.

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48109.

10. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2007-0305) between MDOT and Eagle Consultant Engineering, LLC, will provide for as-needed consultant construction administrative assistance services to be performed within the Metro Region. The work items include constructability reviews of plans and proposals, preparation and review of progress clauses, coordination of corridor projects, attendance at meetings, and technical assistance to the Metro Region Transportation Service Centers. The authorization will be in effect from the date of award through October 17, 2009. The authorization amount will be \$101,105.34. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The reviews performed under this authorization will help MDOT to construct highly complex projects in the Metro Region so as to minimize potentially adverse effects on traffic mobility. If the reviews are not performed, such issues as coordination between projects and the effectiveness of road construction practices may not be addressed, and costly disruptions to the Region's road construction program and motorist delays could result. Therefore, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This authorization will provide for as-needed consultant construction administrative assistance services to be performed within the Metro Region. The work items include constructability reviews of plans and proposals, preparation and review of progress clauses, coordination of corridor projects, attendance at meetings, and technical assistance to the Metro Transportation Service Centers.

Benefit: This authorization will provide the necessary services to ensure that all project-related technical issues within the Metro Region are reviewed in a timely manner and that projects conform to all state and federal guidelines.

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 authorization is not approved and the services are not provided, many highly complex projects planned in the Region could have inadequate reviews, which could result in the loss of federal participation in highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: These projects are for the rehabilitation of existing roadways.

Zip Code: 48075.

11. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2007-0424) between MDOT and Surveying Solutions, Inc., will provide for as-needed design survey services to be performed within the Taylor Transportation Service Center (TSC) service area in the Metro Region. The work items include the calculation and verification of plan quantities, location and layout of future construction projects, control of corners for monument preservation, and preparation of a final survey work plan report. The authorization will be in effect from the date of award through March 6, 2010. The authorization amount will be \$479,214.97. The contract term is March 7, 2007, through March 6, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The authorization will provide for critical survey services to be performed within the Taylor TSC service area for the 2008 construction season for unforeseen situations. This authorization will supersede an authorization that expired in January 2008. Therefore, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed design survey services to be performed within the Taylor TSC service area in the Metro Region. The work items include the calculation and verification of plan quantities, location and layout of future construction projects, control of corners for monument preservation, and preparation of a final survey work plan report.

Benefit: This authorization will assist in minimizing delays in construction by providing surveying resources efficiently.

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 authorization is not approved, significant construction delays could occur.

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

Selection: Qualifications-based.

New Project Identification: These projects are for the rehabilitation of existing roadways.

Zip Code: 48075.

12. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2007-0424) between MDOT and Surveying Solutions, Inc., will provide for as-needed construction staking and right-of-way survey services to be performed within the Taylor Transportation Service Center (TSC) service area in the Metro Region. The work items include right-of-way staking, establishing horizontal and vertical controls, cross sectioning for final quantities, calculating earthwork quantities, reviewing plans for conflicts and errors, and providing office work to final a project after construction is completed. The authorization will be in effect from the date of award through March 6, 2010. The authorization amount will be \$374,499.79. The contract term is March 7, 2007, through March 6, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The authorization will provide for critical survey services to be performed within the Taylor TSC service area for the 2008 construction season for unforeseen situations. This authorization will supersede an authorization that expired in January 2008. Therefore, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed consultant construction staking and right-of-way survey services to be performed in the Taylor TSC service area in the Metro Region. The work items include right of way staking, establishing horizontal and vertical controls, cross sectioning for final quantities, calculating earthwork quantities, reviewing plans for conflicts and errors, and providing office work to final a project after construction is completed.

Benefit: This authorization will assist in minimizing delays in construction by providing surveying resources efficiently.

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

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

Risk Assessment: If this authorization is not approved and the services are not provided, significant construction delays could occur.

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

Selection: Qualifications-based.

New Project Identification: These projects are for the rehabilitation of existing roadways.

Zip Code: 48075.

13. *HIGHWAYS - Design Engineering Services

Contract (2007-0658) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for design services to be performed for the roadway reconstruction of US-12 from 28th Street to Rosa Parks in the city of Detroit, Wayne County (CS 82062 - JN 80907C). The work items include the conduct of design surveys and the preparation of base plans, right-of-way plans, traffic control plans, permanent pavement marking plans, a drainage study, municipal utility plans, and freeway and non-freeway signing plans. The project length is 1.67 miles. The contract will be in effect from the date of award through August 31, 2012. The contract amount will be \$1,221,027.56. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project will provide for design services to be performed for the reconstruction of roadway that is in need of rehabilitation. The existing roadway is distressed and could continue to erode if these services are not performed, posing a safety risk. This rehabilitation will provide for necessary safety updates to traffic control and roadway geometrics. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the reconstruction of existing roadway, including the replacement of driveways, drainage, traffic signals, and maintenance of traffic for US-12 from 28th Street to Rosa Parks in the city of Detroit, Wayne County. The project length is 1.67 miles.

Benefit: Will improve the pavement ride and the condition and safety of the expressway. This project will reduce the long term maintenance costs for this area.

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, it could be necessary to perform alternate repairs and additional maintenance, which could result in traffic disruptions, increased costs, and user delays.

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

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 48075.

14. HIGHWAYS - Participation for Local Agency Construction Contract

Amendatory Contract (2007-5694) between MDOT and the Clare County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category D Funds and Local Jobs Today Funds:

Hot mix asphalt resurfacing work along Beaverton Road from Brand Avenue easterly to Clarwin Avenue, including intersection improvement, aggregate shoulder, pavement marking, and slope restoration work.

The purpose of this amendment is to provide for an increase in the federal participation ratio for the Federal Equity Bonus Funds designated as TED Funds Category D from 27 to 29 percent, an increase in the federal participation ratio for the Federal Surface Transportation Funds from 47 to 51 percent, an increase in the state participation ratio for the State Local Jobs Today Grant Funds from 19 to 20 percent, and the elimination of State TED Funds Category D for the project based on the low bid amount.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (TED)	\$138,241	\$ 10,240	\$148,481
Federal Highway Administration Funds	\$240,643	\$ 20,480	\$261,123
State Restricted TED Funds	\$ 35,840	\$(35,840)	\$ 0
State Restricted Local Jobs Today Funds	\$ 97,281	\$ 5,120	\$102,401
Clare County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$512,005</u>	<u>\$ 0</u>	<u>\$512,005</u>

EDDF 18555 – 46586
Amendment

Criticality: This amendment will allow the County to maximize the participation ratio for the State Local Jobs Today (LJT) Funds for this project and release State TED Funds to be used on a different project. Delaying this amendment would keep MDOT and the County from effectively using available federal and state funds for this project.

Purpose/Business Case: To amend the original contract to increase the federal participation ratio, increase the state participation ratio for the State LJT Funds, and eliminate the State TED Funds for this project.

Benefit: Will allow available federal and state funding to be used effectively on this project.

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Funds, and State Local Jobs Today Funds.

Commitment Level: 80% federal, 20% state up to \$110,000.

Risk Assessment: Without this amendment, effective use of federal and state funds will not be made.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48617.

15. HIGHWAYS - Participation for Local Agency Construction Contract

Amendatory Contract (2007-5695) between MDOT and the Monroe County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category D Funds, Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as TED Category D Funds, and Local Jobs Today Funds:

Hot mix asphalt resurfacing work along Milan Oakville Road from approximately 0.5 miles west of Wanty Road easterly to Tuttle Hill Road, including fiber reinforced membrane layer and aggregate shoulder work.

The purpose of this amendment is to provide for an increase in the federal participation ratio for the Federal Equity Bonus Funds designated as TED Funds Category D from 15 to 30 percent, an increase in the federal participation ratio for the Federal Surface Transportation Funds from 25 to 28 percent, and a decrease in the total state participation ratio for the combined State Local Jobs Today Grant Funds and State TED Category D Funds from 60 to 42 percent for the project based on the low bid amount.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (TED)	\$ 75,354	\$ 75,355	\$150,709
Federal Highway Administration Funds	\$125,591	\$ 15,071	\$140,662
State Restricted TED Funds	\$246,158	\$(92,297)	\$153,861
State Restricted Local Jobs Today Funds	\$ 55,260	\$ 1,871	\$ 57,131
Monroe County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$502,363</u>	<u>\$ 0</u>	<u>\$502,363</u>

EDDF 58555 – 100799
Amendment

Criticality: This amendment will allow the County to reduce the total state participation ratio while maximizing the State Local Jobs Today (LJT) Funds for this project. Delaying this amendment would keep MDOT and the County from effectively using available federal and state funds for this project.

Purpose/Business Case: To amend the original contract to increase the total federal participation ratio and decrease the total state participation ratio.

Benefit: Will allow available federal and state funding to be used effectively on this project.

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Funds, State TED Funds, and State LJT Funds.

Commitment Level: 80% federal, 20% state.

Risk Assessment: Without this amendment, effective use of federal and state funds will not be made.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48160.

* Denotes a non-standard contract/amendment

16. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2007-5697) between MDOT and the Monroe County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category D Funds and Local Jobs Today Funds:

Hot mix asphalt resurfacing with aggregate shoulder work along Ida West Road from the east city limits of Petersburg easterly to Road Commission Drive.

The purpose of this amendment is to provide for a decrease in the federal participation ratio for the Federal Equity Bonus Funds designated as TED Funds Category D from 28 to 12 percent, an increase in the federal participation ratio for the Federal Surface Transportation Funds from 46 to 68 percent, an increase in the state participation ratio for the State Local Jobs Today Grant Funds from 19 to 20 percent, and the elimination of State TED Funds Category D for the project based on the low bid amount.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (TED)	\$ 58,217	\$(33,267)	\$ 24,950
Federal Highway Administration Funds	\$ 95,643	\$ 45,742	\$141,385
State Restricted TED Funds	\$ 14,554	\$(14,554)	\$ 0
State Restricted Local Jobs Today Funds	\$ 39,505	\$ 2,079	\$ 41,584
Monroe County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$207,919</u>	<u>\$ 0</u>	<u>\$207,919</u>

EDDF 58555 – 100796
 Amendment

Criticality: This amendment will allow the County to maximize the participation ratio for the State Local Jobs Today (LJT) Funds for this project and release State TED Funds to be used on a different project. Delaying this amendment would keep MDOT and the County from effectively using available federal and state funds for this project.

Purpose/Business Case: To amend the original contract to increase the total federal participation ratio, increase the state participation ratio for the State LJT Funds, and eliminate the State TED Funds for this project.

Benefit: Will allow available federal and state funding to be used effectively on this project.

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Funds, and State LJT Funds.

Commitment Level: 80% federal, 20% state up to \$57,131.75.

Risk Assessment: Without this amendment, effective use of federal and state funds will not be made.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49270.

17. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2007-5698) between MDOT and the Monroe County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category D Funds, Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as TED Category D Funds, and Local Jobs Today Funds:

Hot mix asphalt resurfacing, cold milling, and aggregate shoulder work along the U.S. Turnpike from Reaume Road northeasterly to the Wayne County/Monroe county line.

The purpose of this amendment is to provide for an increase in the federal participation ratio for the Federal Equity Bonus Funds designated as TED Funds Category D from 22 to 31 percent, an increase in the federal participation ratio for the Federal Surface Transportation Funds from 35 to 49 percent, and a decrease in the total state participation ratio for the combined State Local Jobs Today Grant Funds and State TED Category D Funds from 43 to 20 percent for the project based on the low bid amount.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (TED)	\$ 62,971	\$ 25,760	\$ 88,731
Federal Highway Administration Funds	\$100,180	\$ 40,072	\$140,252
State Restricted TED Funds	\$ 80,144	\$(80,029)	\$ 115
State Restricted Local Jobs Today Funds	\$ 42,934	\$ 14,197	\$ 57,131
Monroe County Road Commission Funds	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funds	<u>\$286,229</u>	<u>\$ 0</u>	<u>\$286,229</u>

EDDF 58555 – 100797
 Amendment

Criticality: This amendment will allow the County to reduce the total state participation ratio while maximizing the State Local Jobs Today (LJT) Funds for this project. Delaying this amendment would keep MDOT and the County from effectively using available federal and state funds for this project.

Purpose/Business Case: To amend the original contract to increase the total federal participation ratio and decrease the total state participation ratio.

Benefit: Will allow available federal and state funding to be used effectively on this project.

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Funds, State TED Funds, and State LJT Funds.

Commitment Level: 80% federal, 20% state.

Risk Assessment: Without this amendment, effective use of federal and state funds will not be made.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48166.

* Denotes a non-standard contract/amendment

18. HIGHWAYS - Participation for Local Agency Preliminary Engineering
 Contract (2007-5701) between MDOT and the City of Pinconning will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

The performance of preliminary engineering activities for the reconstruction work along West 5th Street from the west city limits easterly to Highway M-13.

Estimated Funds:

Federal Highway Administration Funds	\$21,000
State Restricted Local Jobs Today Funds	\$ 5,200
City of Pinconning Funds	\$ 0
Total Funds	<u>\$26,200</u>

STL 09074 – 87203; Bay County
 Local Preliminary Engineering

Criticality: The design phase of this project has been approved under the Local Jobs Today (LJT) Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan’s economy, and is necessary before construction of the project can take place. Delaying this phase of the project would result in the delay of the construction phase of this project, which would adversely affect the goal of the LJT Program to stimulate the state’s economy.

Purpose/Business Case: To provide for participation in transportation activities in support of economic growth.

Benefit: Will allow the project to move forward and federal funds to be expended.

Funding Source: Federal Surface Transportation Funds and State LJT Funds.

Commitment Level: 80% federal, 20% state.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48650.

19. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5702) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Rehabilitation work along Swede Road approximately 4.29 miles east of Highway M-129, including drainage improvements, aggregate surface work, subgrade strengthening work, and restoration.

Estimated Funds:

Federal Highway Administration Funds	\$72,500
Mackinac County Road Commission Funds	<u>\$18,100</u>
Total Funds	<u>\$90,600</u>

STL 49042 - 77660
 Local Force Account

* Denotes a non-standard contract/amendment

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure and associated flooding of the project area. Delaying this project would adversely affect road safety.

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

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

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49719.

20. HIGHWAYS - Participation for Local Agency Construction Contract
Amendatory Contract (2007-5705) between MDOT and the City of Ithaca will provide for participation in the following Transportation Enhancement improvements:

PART A

Streetscaping work along Center Street from Pine Street to South Main Street, including decorative sidewalk and tree planting work.

PART B

Parking lot reconstruction work near Center Street between Pine Street and South Main Street.

The purpose of this amendment is to provide for the deletion of the street lighting work for the Part A portion of the project, the corresponding decrease in the estimated project cost for Part A, and the change in the determination of the maximum amount of federal funds to be applied to the eligible items of the Part A portion of the project cost. The street lighting work will be performed as a separate project. No changes are being made to the Part B portion of the project.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$162,750	\$(13,150)	\$149,600
City of Ithaca Funds	\$ 54,250	\$(16,850)	\$ 37,400
Total Funds	<u>\$217,000</u>	<u>\$(30,000)</u>	<u>\$187,000</u>

STE 29015 – 87704; Gratiot County
Amendment

Criticality: This amendment will allow the City to perform the street lighting work as a separate project and allow applicable federal aid for the project to be used effectively. Delaying this amendment would keep MDOT and the City from effectively using available federal funds for this project.

Purpose/Business Case: To amend the original contract to delete the street lighting work.

Benefit: Will allow available federal funding to be used effectively.

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

Commitment Level: \$289,792 federal not to exceed 80% and the balance by the City of Ithaca for Part A.

Risk Assessment: Without this amendment, the City will not be able to perform the street lighting work as a separate project and the applicable federal aid will not be used effectively.

Cost Reduction: N/A.

* Denotes a non-standard contract/amendment

Selection: N/A.
New Project Identification: N/A.
Zip Code: 48847.

21. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2007-5706) between MDOT and the City of Ithaca will provide for participation in the following Transportation Enhancement improvements:

Decorative street lighting work along Center Street from Pine Street to South Main Street.

Estimated Funds:

Federal Highway Administration Funds	\$67,616
City of Ithaca Funds	<u>\$22,539</u>
Total Funds	<u>\$90,155</u>

STE 29057 – 101391; Gratiot County
Local Letting

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

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

Benefit: Enhancement of transportation system.

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

Commitment Level: \$67,616 federal not to exceed 80 percent and the balance by City of Ithaca.

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

Cost Reduction: Lighting owned by utility company, and installation work performed by the utility company. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: New enhancement of existing roadway.

Zip Code: 48847.

22. HIGHWAYS – Memorandum of Understanding

Amendatory Memorandum of Understanding (2007-5717) between MDOT and the Michigan Department of Natural Resources (MDNR) will provide for participation in the following Transportation Enhancement improvements:

The acquisition of abandoned railroad right-of-way along a 42-mile corridor that is in close proximity to and parallels Highway M-21 from North Jackson Street in the city of Ionia to Delaney Road west of the city of Owosso.

The purpose of this amendment is to include property descriptions for Ionia County that were omitted in error. The total estimated project cost remains unchanged. No funding changes were made to the project.

Estimated Funds:

Federal Highway Administration Funds	\$1,040,000
MDNR	<u>\$ 260,000</u>
Total Funds	<u>\$1,300,000</u>

STE 84916 – 89946B; Ionia, Clinton, and Shiawassee Counties
Amendment

Criticality: Delaying this amendment could jeopardize federal funds and adversely impact a proposed trails system.

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

Benefit: Enhancement of non-motorized transportation system.

Funding Source: Federal Surface Transportation Funds and MDNR Funds.

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

Risk Assessment: Without this amendment, all of the property that was intended to be purchased will not be acquired and the associated federal funds will be lost.

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48879.

23. HIGHWAYS – Railroad Capital Improvements

Contract (2007-5724) between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide for participation in the following improvements:

Railroad oversight of bridge construction, railroad temporary and permanent track work, and railroad signal work at Farm Lane and the GTW railroad tracks on the campus of Michigan State University in East Lansing, Michigan.

Maintenance of the bridge will be the responsibility of Michigan State University.

Estimated Funds:

Michigan State University Funds	<u>\$1,693,561</u>
Total Funds	<u>\$1,693,561</u>

X02 of 33-10-21; JN 102191A; Ingham County
Railroad Construction and Construction Engineering

Criticality: This contract is necessary to secure GTW approval for work on GTW property, to ensure that GTW can continue operation of its trains during construction, and to facilitate the building of the GTW grade separation structure. Delaying this phase of the Farm Lane grade separation project would delay the construction of the proposed GTW grade separation structure at Farm Lane, which is anticipated to be let in March 2008.

Purpose/Business Case: GTW is entitled by federal statute to perform construction oversight for work performed on its facilities and to receive reimbursement for these services at project cost. The track and pole line relocation work needs to be performed to facilitate the construction of the new Farm Lane railroad structure.

Benefit: Replacing the existing at-grade crossing with a grade separation structure will significantly improve safety for motorists and pedestrians at this location.

Funding Source: Michigan State University Funds.

Commitment Level: 100% Michigan State University Funds; based on estimate.

Risk Assessment: The Farm Lane railroad bridge construction project cannot proceed without this contract.

Cost Reduction: The new structure is on GTW property, and GTW is doing the work. The estimate is reviewed to ensure that costs are reasonable and valid.

Selection: N/A.

New Project Identification: New railroad grade separation structure.

Zip Code: 48823.

24. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5725) between MDOT and the City of Alma will provide for funding participation in the following Transportation Enhancement improvements:

Installation of decorative streetlighting along the Highway US-127 business route (Superior Street) between Park Avenue and Pine Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$160,000
State Restricted Trunkline Funds	\$ 40,000
City of Alma Funds	\$ <u>0</u>
Total Funds	<u>\$200,000</u>

STE 29031 – 90032Z; Gratiot County
 Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not be expended on any other activity. If Michigan does not use these funds, they would be made available to other states, and Michigan residents would lose out on the benefits afforded by the use of these funds in Michigan. Delaying this project would jeopardize federal funds that are allocated to the State of Michigan.

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

Benefit: Enhancement of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and State Trunkline and Bridge Construction Funds.

Commitment Level: 80% federal; 20% state.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New enhancement of existing roadway.

Zip Code: 48801.

25. HIGHWAYS – Railroad Capital Improvements

Contract (2007-5733) between MDOT and CSX Transportation, Inc., will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

Railroad oversight of bridge construction, track work, and railroad pole line relocation at Farm Lane and the railroad tracks of CSX Transportation, Inc., on the campus of Michigan State University in East Lansing, Michigan.

Maintenance of the bridge will be the responsibility of Michigan State University.

Estimated Funds:

Federal Highway Administration Funds	\$ 909,766.40
State Restricted Local Jobs Today Funds	\$ 227,441.60
Total Funds	<u>\$1,137,208.00</u>

X01 of 33-10-21; JN 90257A; Ingham County
Railroad Construction and Construction Engineering

Criticality: This contract is necessary to secure CSX Transportation, Inc., approval for work on its property, to ensure that CSX Transportation, Inc., can continue operation of its trains during construction, and to facilitate the building of the CSX Transportation, Inc., grade separation structure. Delaying this phase of the Farm Lane grade separation project would delay the construction of the proposed CSX Transportation, Inc., grade separation structure at Farm Lane, which is anticipated to be let in March 2008.

Purpose/Business Case: CSX Transportation, Inc., is entitled by federal statute to perform construction oversight for work performed on its facilities and to receive reimbursement for these services at project cost. The track and pole line relocation work needs to be performed to facilitate the construction of the new Farm Lane railroad structure.

Benefit: Replacing the existing at-grade crossing with a grade separation structure will significantly improve safety for motorists and pedestrians at this location.

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

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

Risk Assessment: The Farm Lane railroad bridge construction project cannot proceed without this contract.

Cost Reduction: The new structure is on CSX Transportation, Inc., property, and CSX Transportation, Inc., is doing the work. The estimate is reviewed to ensure that costs are reasonable and valid.

Selection: N/A.

New Project Identification: New railroad grade separation structure.

Zip Code: 48823.

26. HIGHWAYS – Participation for Railroad Capital Improvement

Contract (2007-5744) between MDOT and Michigan State University will provide for participation in the following:

Railroad oversight of bridge construction, railroad temporary and permanent track work, and railroad signal work at Farm Lane and the tracks of Canadian National Railway/Grand Trunk Western, Inc.

Estimated Funds:

Michigan State University Funds	<u>\$1,693,561</u>
Total Funds	<u>\$1,693,561</u>

STX 33010 - 102191; Ingham County
Railroad Construction and Construction Engineering

Criticality: This contract is necessary for MDOT to bill Michigan State University for the cost of this portion of the overall Farm Lane grade separation project. Delaying this phase of the overall Farm Lane grade separation project would delay the construction of the proposed Canadian National Railway/Grand Trunk Western, Inc., grade separation structure at Farm Lane, which is anticipated to be let in March 2008.

Purpose/Business Case: MDOT will be able to bill Michigan State University for the cost of this portion of the overall Farm Lane grade separation project and the Farm Lane grade separation project can proceed.

Benefit: Replacing the existing at-grade crossing with a grade separation structure will significantly improve the safety of the motorists and pedestrians at this location.

Funding Source: Michigan State University Funds.

Commitment Level: 100% Michigan State University Funds; based on estimate.

Risk Assessment: Without this contract, MDOT cannot bill Michigan State University for the cost of this portion of the overall project and the Farm Lane railroad bridge construction project cannot proceed.

Cost Reduction: New structure is on railroad property and Canadian National Railway/Grand Trunk Western, Inc., is doing the work. Estimate is reviewed to ensure that costs are reasonable and valid.

Selection: N/A.

New Project Identification: New railroad grade separation structure.

Zip Code: 48823.

27. HIGHWAYS – Participation for Railroad Capital Improvement
 Contract (2007-5745) between MDOT and Michigan State University will provide for funding participation in the following utilizing Local Jobs Today Funds:

Railroad oversight of bridge construction, railroad track work, and railroad pole line relocation at Farm Lane and the tracks of CSX Transportation, Inc.

Estimated Funds:

Federal Highway Administration Funds	\$ 909,766.40
State Restricted Local Jobs Today Funds	\$ 227,441.60
Michigan State University Funds	<u>\$ 0.00</u>
Total Funds	<u>\$1,137,208.00</u>

HPSL 33010 - 90257; Ingham County
 Railroad Construction and Construction Engineering

Criticality: This contract will allow MDOT, on behalf of Michigan State University, to authorize the railroad to perform work for the project and to make payment to the railroad for such work using appropriate and applicable funding sources. Delaying this phase of the overall Farm Lane grade separation project would delay the construction of the proposed CSX grade separation structure at Farm Lane, which is anticipated to be let in March 2008.

Purpose/Business Case: MDOT, on behalf of Michigan State University, will be able to authorize the railroad to perform work and to reimburse the railroad for the cost of these services using appropriate and applicable funding sources.

Benefit: Replacing the existing at-grade crossing with a grade separation structure will significantly improve the safety of the motorists and pedestrians at this location. With this contract, the project can move forward and funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) can be expended.

Funding Source: Federal High Priority Project – SAFETEA LU Funds and State Local Jobs Today Funds.

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

Risk Assessment: Without this contract, the Farm Lane railroad bridge construction project cannot proceed.

Cost Reduction: New structure is on railroad property and CSX is doing the work. Estimate is reviewed to ensure that costs are reasonable and valid.

Selection: N/A.

New Project Identification: New railroad grade separation structure.

Zip Code: 48823.

28.-34. HIGHWAYS – Local Jobs Today Program Loans

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

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
28.	2007-7692	88434	Alger CRC	Reconstruction work along Highway H-58 from Buck Hill Road to Kingston Corners	\$1,076,145
29.	2007-7693	101076	City of Muskegon	Reconstruction work along Clay Avenue from Third Street to Terrace Street	\$ 320,000
30.	2007-7734	102287	City of Troy	Hot mix asphalt resurfacing work along Stephenson Highway from 14 Mile Road to Highway I-75	\$3,318,400
31.	2007-7740	83279	Alger CRC	Hot mix asphalt cold milling and paving work along Prospect Street from Highway M-28 to H13	\$ 215,447
32.	2007-7742	83495	Allegan CRC	Hot mix asphalt paving work along 46 th Street from Baseline Road to 102 nd Avenue	\$ 712,000
33.	2007-7745	90257	Michigan State University	Railroad oversight of bridge construction, railroad track work, and railroad pole line relocation at Farm Lane and the tracks of CSX Transportation, Inc.	\$ 690,700
34.	2007-7751	102188	Road Commission for Macomb County	Widening work along Cass Avenue from the north branch of the Clinton River to 19 Mile Road and along Romeo Plank Road from 19 Mile Road northerly approximately 1000 feet	\$2,190,700

* Denotes a non-standard contract/amendment

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

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

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

Funding Source: State LJT loan funds.

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 48909.

35. HIGHWAYS – Local Jobs Today Program Loan

Amendatory Contract (2007-7695) between MDOT and the Monroe County Road Commission will provide state loan funds under the Local Jobs Today (LJT) Program to assist the County in financing transportation infrastructure improvements for Milan Oakville Road from approximately 0.5 miles west of Wanty Road easterly to Tuttle Hill Road.

The purpose of this amendment is to provide for the increase of \$62,844 in the LJT Program loan amount (from \$228,527 to \$291,371) due to an increase in the federal participation ratio and advance construction federal aid applicable to the project.

EDDF 58555 – 100799
Amendment

Criticality: This amendment will allow the County to cover the increase in federal aid that is not currently available for the project using state LJT loan funds. The increase is being caused by an increase in the federal participation ratio and advance construction federal aid applicable to the project. Delaying this amendment will keep MDOT from using state LJT loan funds to provide the proper financial assistance to the County for the project.

Purpose/Business Case: To amend the original contract to increase the state LJT Program loan amount consistent with the increase in the federal participation ratio and advance construction federal aid applicable to the project.

Benefit: Will allow the County to cover the increase in the federal aid that is not currently available using state LJT loan funds.

Funding Source: State LJT Funds.

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

Risk Assessment: Without this amendment, the County will not be able to receive from MDOT the proper financial assistance to cover the increase in federal aid not currently available, which is eligible for state LJT loan funds.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48160.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0008) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of traffic signal modernization design services for 29 signalized intersections in the Southwest Region (CS various - JN 101015C). The work items include the design and development of traffic signal contract plans, proposal packages, engineering documents, and related work necessary for the modernization of electronic traffic signal control devices. The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$160,732.58. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Maintenance of traffic signal modernization and interconnect design services is a federal mandate. The lack of signal modernization would keep outdated equipment in the field and limit optimal traffic flow. The safety of the public is directly related to the work of this authorization. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of traffic signal modernization design services for 29 signalized intersections in the Southwest Region (CS various - JN 101015C).

Benefit: Traffic in the corridors will flow more effectively and efficiently, which will result in reduced user delays and associated costs. The primary benefit is to provide a safer driving environment by optimizing traffic flow.

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: Failure to approve this authorization could result in user delays and the loss of federal funding. The lack of signal modernization would keep outdated equipment in the field and limit optimal traffic flow.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

37. HIGHWAYS - IDS Engineering Services

Contract (2008-0123) between MDOT and SSOE, 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.

38. HIGHWAYS - IDS Engineering Services

Contract (2008-0125) between MDOT and Burgess & Niple, 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.

39. HIGHWAYS - IDS Engineering Services
Contract (2008-0130) between MDOT and Geodetic Designs, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
40. HIGHWAYS - IDS Engineering Services
Contract (2008-0131) between MDOT and Great Lakes Engineering 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.
41. HIGHWAYS - IDS Engineering Services
Contract (2008-0132) between MDOT and Williams & Works, 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.
42. HIGHWAYS - IDS Engineering Services
Contract (2008-0133) between MDOT and HH Engineering, Ltd., 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.

43. *HIGHWAYS – Integration Services for Intelligent Transportation System

Contract (2008-0150) between MDOT and Motor City Electric Technologies, Inc., will provide for integration services to be performed for Intelligent Transportation System (ITS) facilities along I-196, I-96, and US-131 in the cities of Grand Rapids, Walker, and Wyoming and in the townships of Plainfield and Grand Rapids, in Kent County. Work will also be performed at the West Michigan Traffic Management Center (TMC) in Grand Rapids. The work items include communications network integration, vehicle detection system installation and integration, fiber optic backbone splicing, wireless communications installation and integration, system and subsystem field testing, and final acceptance testing of the overall vehicle detection ITS facilities. The contract will be in effect from the date of award through August 25, 2009. The contract amount will be \$844,131.57. Source of Funds: 49.68% Federal Highway Administration Funds and 50.32% State Restricted Trunkline Funds.

Criticality: The population of the Grand Rapids metropolitan area continues to grow, and the ITS network needs to follow that growth in order to maintain adequate public safety. This contract covers the integration (installation and activation) phase of a larger construction project that has already been let and is underway. If the integration services were not performed, installed field infrastructure would not be operational. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for integration services for ITS facilities along I-196, I-96, and US-131 in the cities of Grand Rapids, Walker, and Wyoming and in the townships of Plainfield and Grand Rapids, in Kent County. The current ITS system needs to be maintained and new facilities need to be incorporated to match population growth in congested and developing areas. The traffic detection equipment placed with this project will cover the downtown freeway area. The project is set up for one contractor to install field detection equipment and connect it to the field infrastructure placed by a separate contractor. This project will also install the networking and switching devices in the field and within MDOT's West Michigan TMC to communicate the field detector data back to the TMC for operations.

Benefit: The integration services will allow previously installed field infrastructure to be made operational. The data provided by this equipment will allow the TMC to provide motorists with real-time congestion and travel time information and will improve the incident management capabilities of the TMC.

Funding Source: 49.68% Federal Highway Administration Funds and 50.32% State Restricted Trunkline Funds.

Commitment Level: The contract amount was negotiated based on needed services.

Risk Assessment: If the integration services are not performed, previously installed field infrastructure will not be operational and none the improvements of the overall project will be realized. Congestion, increased travel times, and reduced incident management capabilities would result as the area continues to grow.

Cost Reduction: The contract amount was negotiated based on needed services.

Selection: Qualifications based/low bid.

New Project Identification: This is not a new project.

Zip Code: 49504.

44. *HIGHWAYS (Maintenance) - Update Depreciation Schedule, Extend Project Completion Period

Amendatory Contract (2006-0170/A1) between MDOT and the Marquette County Road Commission will update the depreciation schedule to the current standard and will extend the project completion period by approximately 19 months to provide sufficient time for the County to complete the project. The original contract provides for the construction of a chemical storage facility in Marquette County. The revised project completion period will be from April 11, 2006, through November 1, 2009. The contract term remains unchanged; the contract is in effect as of April 11, 2006, and will remain in effect unless it is terminated by one of the parties. The contract amount remains unchanged at \$330,000. Source of Funds: 100% State Restricted Trunkline Funds.

This amendment was previously approved by the State Administrative Board at its July 3, 2007, meeting for the update of the depreciation schedule. However, the amendment was not awarded and the facility was not constructed because of the 2007 Executive Directives and revenue shortfalls to the State Restricted Trunkline Fund. The amendment has now been revised to include the extension of the project completion period.

Criticality: The construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads in Marquette County. The amendment will update the reimbursement formula to the current standard and will extend the project completion period by 19 months to provide sufficient time for the county to complete the project.

Purpose/Business Case: To update the depreciation schedule to the current standard and to extend the project completion period. The original contract provides for the construction of a concrete wall bulk chemical storage building with a capacity of approximately 1,500 to 2,500 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the depreciation schedule to be updated to the current standard and will provide sufficient time for the county to advertise, award, and construct the project.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the amendment is not approved, the depreciation schedule will be incorrect and the project will not be constructed.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49849.

45. *HIGHWAYS (Real Estate) - Right-of-Way License

Contract (2008-0124) between MDOT and Ammex Tax and Duty Free Shops, Inc., is a license contract that will provide for access to the eastbound ramp from the Blue Water Bridge Plaza for the operation of the duty free facility in the city of Port Huron, Michigan. MDOT will receive 17 percent of the gross sales of all merchandise from the Ammex Tax and Duty Free Shops, Inc., Port Huron store(s) as rent. The contract will be in effect from February 1, 2008, through January 31, 2009. This is a revenue contract; MDOT will be paid an estimated \$1,000,000.

Criticality: This contract will allow MDOT to continue to license the break in limited access location and collect one million dollars per year in revenue.

Purpose/Business Care: To provide the licensee with a break in limited access right-of-way to access the Blue Water Bridge Plaza in Port Huron, Michigan, for the purpose of operating the Ammex Tax and Duty Free Shops, Inc., store.

Benefit: MDOT benefits by utilizing its property and generating revenue. The State of Michigan will receive approximately one million dollars in revenue for the term of this license.

Funding Source: N/A - revenue generating.

Commitment Level: License rate was determined by contract appraisal.

Risk Assessment: Failure to approve this license would result in a loss of revenue to the State of Michigan in the amount of approximately one million dollars.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

46. *PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (99-0750/A1) between MDOT, Manistee County Transportation, Inc., and the St. Joseph County Transportation Authority will provide for the reassignment of two transit buses, contract funding in the amount of \$30,768, and administration responsibilities from Manistee County Transportation, Inc., to the St. Joseph County Transportation Authority under Master Agreement authorization (2007-0292/Z9). (See Item 59.) The amendment will also renew the contract and extend the contract term until the last obligation between the parties has been fulfilled. Manistee County Transportation Inc., reduced its level of service, causing its peak vehicle needs to be reduced. As a result, two vehicles are being transferred to the St. Joseph County Transportation Authority to assist in providing expanded service after passage of a transit millage. The original contract provides FY 1999 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds and state matching funds for public transportation services in Manistee County. The revised contract term will be from September 13, 1999, through September 12, 2002, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The revised contract amount will be \$797,797. Source of Funds: Federal Transit Administration (FTA) Funds - \$638,238; FY 2000 State Restricted Comprehensive Transportation Funds - \$159,559.

Criticality: Approval of this amendment is critical to enable St. Joseph to begin providing expanded transit service.

Purpose/Business Case: To provide for the reassignment of two transit buses, contract funding in the amount of \$30,768, and administration responsibilities from Manistee County Transportation, Inc., to the St. Joseph County Transportation Authority and to renew the contract and extend the contract term until the last obligation between the parties has been fulfilled.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$638,238; FY 2000 State Restricted Comprehensive Transportation Funds - \$159,559.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not reassigning this equipment is that expanded public transportation services in St. Joseph County will either not be initiated or will be delayed until other vehicles can be purchased.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49660.

47. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z19/R1) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will extend the authorization term by 13 months to provide sufficient time for AATA to complete the bus station renovation project. The additional time is needed because AATA is a party in a joint-development project for an expanded transit center with a housing development above it. The project was ready for construction but had to be abandoned because the private developer is no longer able to finance the project due to the decline in the housing market. Therefore, AATA, the city of Ann Arbor, and the Downtown Development Authority are scaling down the project. Construction of the revised project is expected to start in 2008 and be completed in 2009. The original authorization provides state matching funds for AATA's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be August 31, 2005, through September 30, 2009. The authorization amount remains unchanged at \$2,010,015. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,608,012; FY 2002 State Restricted Comprehensive Transportation Funds - \$402,003.

Criticality: Approval at this time is critical to promote economic development and create jobs in Ann Arbor.

Purpose/Business Case: To extend the contract term by 13 months to provide sufficient time for AATA to complete the renovation of the bus station.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,608,012; FY 2002 State Restricted Comprehensive Transportation Funds - \$402,003.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48104.

48. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z23/R2) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will extend the authorization term by 19 months to provide sufficient time for CATA to complete the procurement of support vehicles and customer enhancements projects. A second bidding was required because the preferred type of vehicle was not available which caused a delay in procurement. Also, because the customer enhancement project involves seasonal construction work for passenger shelters and signage, the project could not be completed during the winter season and construction has been scheduled for late spring to early fall 2008. All other projects are expected to be completed as planned. The original authorization provides state matching funds for CATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be April 5, 2005, through November 4, 2009. The authorization amount remains unchanged at \$5,424,916. The toll credit amount remains unchanged at \$457,363. 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 - \$4,797,297; FY 2002, FY 2003, and FY 2005 State Restricted Comprehensive Transportation Funds - \$627,619.

* Denotes a non-standard contract/amendment

Criticality: This revision is critical to allow CATA to continue with the procurement of support vehicles and to complete the customer enhancement projects, which are essential in enabling CATA to monitor its fleet activities, perform administrative duties, and provide better services to their customers.

Purpose/Business Case: To extend the authorization term by 19 months to provide sufficient time for CATA to complete the procurement of support vehicles and the customer enhancement project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,797,297; FY 2002, FY 2003, and FY 2005 State Restricted Comprehensive Transportation Funds - \$627,619.

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: 48910.

49. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z11/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the authorization term by one year to provide sufficient time for DDOT to complete the project. Land acquisition for the new transit terminal took longer than anticipated but was finally completed in November 2006. Construction began in April 2007 and is expected to be completed in late 2008. The original authorization provides state matching funds for DDOT's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 26, 2003, through February 25, 2009. The authorization amount remains unchanged at \$10,000,000. 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 Funds (FTA) - \$8,000,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$2,000,000.

Criticality: Approval at this time is critical to allow construction to continue and to retain the jobs created by the construction project.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for DDOT to complete the construction of a downtown transit facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$8,000,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$2,000,000.

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: 48207.

50. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z12/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the authorization term by 18 months to provide sufficient time for DDOT to complete the project. The facility improvement project has been delayed because manufacturing of electrical equipment needed for the project took longer than anticipated, and excessive backfill material had to be removed from the project site. The original authorization provides state matching funds for DDOT's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 26, 2003, through August 25, 2009. The authorization amount remains unchanged at \$17,500,000. 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 Funds (FTA) - \$14,000,000; FY 2002, FY 2003 and FY 2005 State Restricted Comprehensive Transportation Funds - \$3,500,000.

Criticality: Approval at this time is critical to allow the project to continue and to retain the jobs created by the facility improvement project.

Purpose/Business Case: To extend the authorization term by 18 months to provide sufficient time for DDOT to complete the facility renovation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$14,000,000; FY 2002, FY 2003 and FY 2005 State Restricted Comprehensive Transportation Funds - \$3,500,000.

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: 48207.

51. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z15/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the authorization term by one year to provide sufficient time for DDOT to complete the construction of a downtown transit center. The extension is requested because land acquisition for the Rosa Parks Transit Center took longer than anticipated. Due to weather constraints, construction did not begin until spring 2007; it is expected to take 14 to 18 months to complete. The original authorization provides state matching funds for DDOT's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 22, 2003, through March 21, 2009. The authorization amount remains unchanged at \$6,332,431. 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 - \$5,065,945; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,266,486.

Criticality: Approval at this time is necessary to retain jobs created by the construction project and to complete the construction of the downtown transit center.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for DDOT to complete the construction of a downtown transit facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$5,065,945; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,266,486.

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.

52. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z8/R1) under Master Agreement (2002-0042) between MDOT and the City of Greenville will add line items for the purchase of computer equipment and maintenance equipment, will reduce state funds by \$4,296, and will add toll credits in the amount of \$3,437 as the state match for the new line items. The city had funds remaining in the bus purchase line item and is in need of a new computer and additional maintenance equipment for its aging fleet. The original authorization provides state matching funds for the City's FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization amount will be \$95,704. Toll credits in the amount of \$3,437 will be allocated as match for the computer and maintenance equipment. The authorization term remains unchanged, February 24, 2006, through February 23, 2009. 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 - \$80,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$15,704.

Criticality: Approval of this revision is critical to allow the City to continue to procure necessary computer and maintenance equipment.

Purpose/Business Case: To provide for new line items for the purchase of computer and maintenance equipment, to reduce state funds by \$4,296, and to add toll credits in the amount of \$3,437. This scope change has been approved by the Rural Task Force.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$80,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$15,704.

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: 48838.

53. PASSENGER TRANSPORTATION - Section 5310 Program

Amendatory Contract (2006-0577/A1) between MDOT and Pioneer Resources, in Muskegon, will add a line item for terminal and office facility equipment to allow Pioneer Resources to purchase a tractor for snow removal, necessary for safe operations at the Pioneer Resources transit facility, will deobligate \$4,880 in state funds, will add toll credits in the amount of \$3,904 as state match for the terminal and office facility equipment line item, will reallocate \$9,000 from the bus and van line items to the facility improvement line item, and will adjust funding among line items. The five vans and two buses Pioneer Resources purchased under this contract cost less than anticipated, providing the opportunity to use the funding remaining in these line items to address an unsafe ice build-up issue outside the main bus garage entrance under the facility improvement line item and to fund the new line item for snow removal equipment. The original contract provides state matching funds for the Pioneer Resources FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised contract amount will be \$221,295. The revised toll credit amount will be \$6,704. The contract term remains unchanged, from September 12, 2006, until the last obligation between the parties has been fulfilled. Source of Funds: Federal Transit Administration (FTA) Funds - \$183,740; FY 2006 State Restricted Comprehensive Transportation Funds - \$37,555.

Criticality: Approval of this amendment is critical to allow Pioneer Resources to procure the necessary tractor for snow removal during winter conditions and to alleviate unsafe ice build up at the bus garage entrance.

Purpose/Business Case: To provide for a new line item for terminal and office facility equipment to purchase a tractor for snow removal, to deobligate \$4,880 in state funds, to add toll credits in the amount of \$3,904, and to reallocate \$9,000 from the bus and van line items to the facility improvement line item.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$183,740; FY 2006 State Restricted Comprehensive Transportation Funds - \$37,555.

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49442.

54. PASSENGER TRANSPORTATION - Marine Capital Program

Project Authorization (Z2) under Master Agreement (2007-0172) between MDOT and the Beaver Island Transportation Authority (BITA), in Charlevoix County, will provide 90 percent state marine capital funds for improvements to the Beaver Island Ferry System, which provides marine passenger service between Charlevoix and Beaver Island. Project items will include the purchase of vessel systems and dock system upgrades, vessel and terminal support equipment, and contingencies, including emergency repairs. The authorization will be in effect from the date of award through three years. The authorization amount will be \$222,222. 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: FY 2008 State Restricted Comprehensive Transportation Funds - \$200,000; BITA Funds - \$22,222.

Criticality: Approval of this authorization is critical to maintain passenger safety and vehicle integrity.

Purpose/Business Case: To provide for capital improvements to the Beaver Island Ferry System.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$200,000; BITA Funds - \$22,222.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this authorization are the loss of ferry service and potential damage to vessels.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49782.

55. PASSENGER TRANSPORTATION - Gateway Transit Alternatives Program

Project Authorization (Z8) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide 90 percent Federal Highway Administration (Interstate Maintenance) funding, and 10 percent state funding for the FY 2008 Gateway Transit Alternatives Project to mitigate the impact of construction on I-75 as part of the Ambassador Bridge/Gateway Project. The funds will provide operating assistance for additional transit service around the construction area and for marketing. The authorization amount will be \$1,132,170. The authorization will be in effect from February 15, 2008, through February 14, 2010. 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 Highway Administration Funds - \$1,018,953; State Restricted Jobs Today Funds - \$113,217.

Criticality: Approval is critical to provide operating assistance for additional transit service to be provided during construction on I-75.

Purpose/Business Case: To provide additional transit service to mitigate the impact of highway construction.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Highway Administration Funds - \$1,018,953; State Restricted Jobs Today Funds - \$113,217.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is increased congestion and reduced safety in a highway construction area.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

56. PASSENGER TRANSPORTATION - Marine Capital Program

Project Authorization (Z8) under Master Agreement (2007-0204) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), in Sault Ste. Marie, will provide 90 percent state marine capital funds for improvements to the St. Mary's River Ferry System, which provides marine passenger service between Sault Ste. Marie-Sugar Island, Barbeau-Neebish Island, and DeTour-Drummond Island. Project items will include the purchase of vessel system upgrades, dock support upgrades, architectural and engineering for ferryboat design, and contingencies, including emergency repairs. The authorization will be in effect from the date of award through three years. The authorization amount will be \$222,222. 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: FY 2008 State Restricted Comprehensive Transportation Funds - \$200,000; EUPTA Funds - \$22,222.

Criticality: Funding is critical to maintain passenger safety and vehicles integrity.

Purpose/Business Case: To provide for capital improvements to the St. Mary's River Ferry System.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds - \$200,000; EUPTA Funds - \$22,222.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of ferry service and damage to vessels.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

New Project Identification: This is a new project.

Zip Code: 49783.

57. PASSENGER TRANSPORTATION - Section 5310 Program

Project Authorization (Z1) under Master Agreement (2007-0228) between MDOT and the Huron Transit Corporation will provide state matching funds under the FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of six transit vehicles. The authorization will be in effect from August 31, 2007, through August 30, 2010. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$810,502. 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 - \$648,402; FY 2007 State Restricted Comprehensive Transportation Funds - \$162,100.

This authorization was previously approved by the State Administrative Board Agenda at its September 4, 2007, meeting with the incorrect agency name of Huron County Transit Corporation.

Criticality: Approval of this authorization is critical to allow the agency to purchase buses that are needed to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of passengers.

Purpose/Business Case: To provide for the purchase of transit vehicles under the FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$648,402; FY 2007 State Restricted Comprehensive Transportation Funds - \$162,100.

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 new project.

Zip Code: 48413.

58. PASSENGER TRANSPORTATION - Section 5310 Program

Project Authorization (Z9) under Master Agreement (2007-0292) between MDOT and the St. Joseph County Transportation Authority will provide for the reassignment of two transit buses and administration responsibilities originally processed under Contract (99-0750) from Manistee County Transportation, Inc., to the St. Joseph County Transportation Authority. (See Item 47.) Manistee County Transportation, Inc., reduced its level of service, causing its peak vehicle needs to be reduced. As a result, two vehicles are being transferred to the St. Joseph County Transportation Authority to assist it in providing expanded service after passage of a transit millage. The authorization will provide for the reassignment of two buses purchased with state matching funds under the Manistee County Transportation, Inc., FY 1999 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The authorization will be in effect from the date of award through July 31, 2008. The authorization amount will be \$30,768. 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 - \$24,614; FY 2000 State Restricted Comprehensive Transportation Funds - \$6,154.

Criticality: Approval of this authorization is critical to enable the St. Joseph County Transportation Authority to begin providing expanded transit service.

Purpose/Business Case: To provide for the reassignment of two buses purchased with state matching funds under the Manistee County Transportation, Inc., FY 1999 Federal Section 5310 Elderly and Persons with Disabilities Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$24,614; FY 2000 State Restricted Comprehensive Transportation Funds - \$6,154.

Commitment Level: Authorization amount is based on the current value of the vehicles being reassigned.

Risk Assessment: The risk of not approving this authorization is that expanded public transportation services in St. Joseph County will either not be initiated or will be delayed until other vehicles can be purchased.

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: 49093.

59. PASSENGER TRANSPORTATION - Gateway Transit Alternatives Program

Project Authorization (Z12) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide 90 percent Federal Highway Administration (Interstate Maintenance) funding and 10 percent state funding for the FY 2008 Gateway Transit Alternatives Project to mitigate the impact of construction on I-75 as part of the Ambassador Bridge/Gateway Project. The funds will provide operating assistance for additional transit service around the construction area, rental fees for property to be used for park and ride lots during the construction period, and marketing. The authorization amount will be \$867,830. The authorization will be in effect from February 15, 2008, through February 14, 2010. 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 Highway Administration Funds - \$781,047; State Restricted Jobs Today Funds - \$86,783.

Criticality: Approval is critical to provide operating assistance for additional transit service to be provided during construction on I-75.

Purpose/Business Case: To provide additional transit service to mitigate the impact of highway construction.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Highway Administration Funds - \$781,047; State Restricted Jobs Today Funds - \$86,783.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is increased congestion and reduced safety in a highway construction area.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

60. *PASSENGER TRANSPORTATION - Section 5311 Operating Revenue Grant
Amendatory Contract (2007-0331/A4) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide additional funding of \$160,058 for the FY 2007 Federal Section 5311 Nonurbanized Area Formula Operating Program under Federal Grant MI-18-X041. The revised grant amount will be \$13,121,248. The term of the grant remains unchanged, from October 1, 2006, until the last obligation between the parties has been fulfilled. Source of Funds: FTA Funds - \$13,121,248.

Criticality: Approval of this amendment is critical to secure additional operating assistance funds for three transit agencies.

Purpose/Business Case: To provide for \$160,058 in additional funding for the FY 2007 Section 5311 Operating Assistance Program under Federal Grant MI-18-X041.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$13,121,248.

Commitment Level: Grant amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48198.

63. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801001
 PROJECT IM 09034-84072
 LOCAL AGRMT.
 START DATE - APRIL 07, 2008
 COMPLETION DATE - SEPTEMBER 19, 2010

ENG. EST.	LOW BID
\$ 10,160,786.49	\$ 8,575,217.75
	% OVER/UNDER EST.
	-15.60 %

1.41 mi of concrete reconstruction, widening for additional lanes, barrier and valley gutter, underdrain, storm sewer, guardrail and fencing on I-75 north of Hotchkiss Road northerly to south of US-10, Bay County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 8,575,217.75	Same	1 **
Interstate Highway Construction	\$ 9,121,788.79	Same	2
Dan's Excavating, Inc.	\$ 9,235,380.39	Same	3
John Carlo, Inc.	\$ 9,427,633.28	\$ 9,426,428.12	4
Fisher Contracting Company	\$ 9,599,849.14	Same	5
D.J. McQuestion & Sons, Inc.	\$ 9,600,476.25	Same	6
M & M Excavating Co., Inc.	\$ 9,787,673.80	Same	7
Champagne and Marx Excavating, Inc.	\$ 10,128,811.49	Same	8
Tony Angelo Cement Construction Co.			
Rohde Brothers Excavating, Inc.			
Ajax Paving Industries, Inc.			
Florence Cement Company			
Hebert Construction Company			
Saginaw Asphalt Paving Company			
Kalin Construction Co., Inc.			
Zito Construction Co.			

8 Bidders

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

Purpose/Business Case: The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

Funding Source:

84072A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48706.

64.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801002	\$ 2,773,082.37	\$ 3,117,116.52
	PROJECT EBSL 31013-75464, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 03, 2008		12.41 %

11.01 mi of hot mix asphalt cold milling and resurfacing, shoulder base crushing, shaping and trenching, drainage, guardrail, and concrete curb and gutter on M-26 in the village of Lake Linden, Houghton County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 3,117,116.52	Same	1 **
Payne & Dolan, Inc.	\$ 3,158,100.19	Same	2

2 Bidders

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

Purpose/Business Case: This project is a combination of Road Preservation and Enhancement. The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

75464A

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

88831A

Federal Highway Administration Funds (Transportation Enhancement Funds)	80.00 %
State Restricted Trunkline Funds	20.00 %

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49934.

65. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801003
 PROJECT NH 67051-74912
 LOCAL AGRMT.
 START DATE - APRIL 14, 2008
 COMPLETION DATE - JUNE 01, 2009

ENG. EST. LOW BID
 \$ 1,848,610.91 \$ 1,753,853.62

% OVER/UNDER EST.
 -5.13 %

3.08 mi of cold milling, asphalt stabilized crack relief layer, hot mix asphalt resurfacing and miscellaneous safety and drainage improvements on M-115 from 50th Avenue northwesterly to 19 Mile Road, Osceola County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 1,753,853.62	Same	1 **
Central Asphalt, Inc.	\$ 1,849,601.21	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,873,791.00	Same	3

3 Bidders

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

Purpose/Business Case: The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

Funding Source:

74912A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49665.

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

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

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

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48423.

68. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801006 \$ ENG. EST. \$ LOW BID
 PROJECT STG 84912-88808 \$ 272,082.56 \$ 249,183.54
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008 -8.42 %

Traffic signal upgrading at 13 locations on M-22, M-27, M-68, M-72, M-109, US-23 and US-31, Alpena, Benzie, Charlevoix, Emmet, Cheboygan, Crawford, and Leelanau Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 249,183.54	Same	1 **
J R Howell Airport Lighting LLC	\$ 264,119.48	Same	2
Strain Electric Company	\$ 265,432.35	Same	3
Allstate Electric, Inc.	\$ 295,968.43	Same	4
Windemuller Electric, Inc.	\$ 306,324.20	Same	5
Metropolitan Power & Lighting, Inc.	\$ 387,598.00	Same	6
Severance Electric Co., Inc.			

6 Bidders

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

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

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

Funding Source:

88808A

Federal Highway Administration Funds 100 %

Funding Source:

100475A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %
79116A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49760.

70.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801020	\$ 1,850,880.56	\$ 1,806,261.38
	PROJECT EBSL 54041-60387, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 11, 2008		
	COMPLETION DATE - NOVEMBER 01, 2008		-2.41 %

5.01 mi of hot mix asphalt crushing and shaping, cold milling, resurfacing, ramp resurfacing, intersection and drainage improvements on M-20 beginning east of Newcosta Road and continuing easterly to 200th Avenue, Mecosta County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,806,261.38	Same	1 **
Michigan Paving & Materials Co.	\$ 2,535,447.77	Same	2
Central Asphalt, Inc.			

2 Bidders

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

Purpose/Business Case: The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

Funding Source:

60387A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
90038A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49346.

71.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801021	\$ 111,064.20	\$ 77,789.98
	PROJECT STG 38061-85128		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2008		-29.96 %

12.63 mi of non-freeway signing upgrade on M-60 from the Calhoun County line easterly through the village of Concord to Spring Arbor Road, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J & J Contracting, Inc.	\$ 77,789.98	Same	1 **
Sterling Sign Co. Inc.	\$ 86,773.20	Same	2
Give 'em A Brake Safety	\$ 89,393.29	Same	3
Action Traffic Maintenance, Inc.	\$ 101,036.64	Same	4
Trans Tech Electric, L.P.	\$ 133,746.95	Same	5
Highway Service Co., Inc.			

5 Bidders

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

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

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

Funding Source:

85128A

Federal Highway Administration Funds 100 %

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

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

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

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49237.

72.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801022	\$ 2,055,789.71	\$ 1,890,582.56
	PROJECT EBSL 61023-77966		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 02, 2008		
	COMPLETION DATE - OCTOBER 28, 2008		-8.04 %

7.33 mi of hot mix asphalt cold milling and resurfacing on M-46 from west of US-31 easterly to east of Maple Island Road in the city of Muskegon, Muskegon County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,890,582.56	Same	1 **
Michigan Paving & Materials Co.	\$ 2,072,225.49	Same	2
Aggregate Industries-Central Region	\$ 2,079,465.73	Same	3
Omans Contracting, Inc.	\$ 2,679,168.14	Same	4

4 Bidders

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

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

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

Funding Source:

77966A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49442.

73. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801023
 PROJECT EBSL 69014-90211
 LOCAL AGRMT.
 START DATE - APRIL 14, 2008
 COMPLETION DATE - JUNE 13, 2008

	ENG. EST.	LOW BID
	\$ 1,255,638.03	\$ 1,127,347.70
		% OVER/UNDER EST.
		-10.22 %

8.24 mi of ultra-thin hot mix asphalt overlay with minor horizontal curve modification on I-75 from M-32 northerly to south of Sturgeon Valley Road in the city of Gaylord, townships of Corwith and Livingston, Otsego County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,127,347.70	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 1,176,611.60	Same	2
Payne & Dolan, Inc.	\$ 1,285,784.70	Same	3
Pyramid Paving & Contracting Co.	\$ 1,328,885.90	Same	4

4 Bidders

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

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

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

Funding Source:

90211A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49735.

74. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801024
 PROJECT STT 25072-100245
 LOCAL AGRMT.
 START DATE - JUNE 02, 2008
 COMPLETION DATE - JULY 26, 2008

	ENG. EST.	LOW BID
	\$ 1,089,702.97	\$ 1,179,676.21
		% OVER/UNDER EST.
		8.26 %

10.35 mi of microsurfacing on M-54 from Hill Road to I-69, from Mt. Morris Road to M-57, and on M-57 from Seymour Road to Brent Run Creek in the cities of Burton and Flint, Genesee County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Terry Asphalt Materials, Inc.	\$ 1,179,676.21	Same	1 **
Strawser Incorporated	\$ 1,293,874.16	Same	2
Pavement Maintenance Systems, Inc.			
Fahrner Asphalt Sealers, LLC.			

2 Bidders

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

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

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

Funding Source:

100245A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48504 County-Wide.

75. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801025 \$ 978,954.92 \$ 838,786.64
 PROJECT IM 69013-75004
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 21, 2008
 COMPLETION DATE - AUGUST 29, 2008 -14.32 %

1.77 mi of hot mix asphalt base crushing and shaping and new construction on the I-75 ramps at Exit 279 in Bagley Township, Otsego County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 838,786.64	Same	1 **
Payne & Dolan, Inc.	\$ 896,717.14	Same	2
Bolen Asphalt Paving, Inc.	\$ 945,302.35	Same	3
Pyramid Paving & Contracting Co.	\$ 1,020,177.35	Same	4

4 Bidders

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

Purpose/Business Case: The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

Funding Source:

75004A

Federal Highway Administration Funds 90.00 %
State Restricted Trunkline Funds 10.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and new construction.

Zip Code: 49735.

76.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801026	\$ 846,007.20	\$ 809,541.80
	PROJECT NH 74011-90123		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - OCTOBER 06, 2008		
	COMPLETION DATE - NOVEMBER 01, 2008		-4.31 %

5.39 mi of hot mix asphalt cold milling, resurfacing and joint repairs on M-53 from north of the north Marlette city limits northerly to south of the M-46 intersection in Marlette Township, Sanilac County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving & Contracting Co.	\$ 809,541.80	Same	1 **
Saginaw Asphalt Paving Company	\$ 844,908.54	Same	2

2 Bidders

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

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

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

Funding Source:

90123A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48453.

77.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801027	\$ 950,386.00	\$ 846,317.40
	PROJECT EBSL 64012-60521		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 21, 2008		
	COMPLETION DATE - MAY 11, 2009		-10.95 %

Deep overlay, railing replacement, partial deck replacement, substructure repairs and approach work on Old US-31 over Pentwater River in Hart Township, Oceana County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 846,317.40	Same	1 **
Anlaan Corporation	\$ 864,372.12	Same	2
L.W. Lamb, Inc.	\$ 942,267.37	Same	3
Midwest Bridge Company	\$ 1,128,899.92	Same	4
C. A. Hull Co., Inc.	\$ 1,136,276.23	Same	5
Milbocker and Sons, Inc.			
Hardman Construction, Inc.			
Davis Construction, Inc.			

5 Bidders

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

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

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

Funding Source:

60521A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49420.

78.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801028	\$ 585,399.81	\$ 564,798.76
	PROJECT NH 64015-57102		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MARCH 31, 2008		
	COMPLETION DATE - MAY 29, 2009		-3.52 %

Bridge rehabilitation including joint replacement, deck patching, epoxy overlay, railing patching repairs, pin and hanger replacement, cleaning and coating of the structural steel, substructure repair, approach work and maintaining traffic on northbound and southbound US-31 over Buchanan Road, Oceana County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 564,798.76	Same	1 **
J. Slagter & Son Construction Co.	\$ 586,763.36	Same	2
C. A. Hull Co., Inc.	\$ 605,840.30	Same	3
L.W. Lamb, Inc.	\$ 609,598.39	Same	4
Midwest Bridge Company	\$ 693,335.62	Same	5
Abhe & Svoboda, Inc.			
Davis Construction, Inc.			

5 Bidders

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

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

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

Funding Source:

57102A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49455.

79. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801029 \$ ENG. EST. LOW BID
 PROJECT M 38103-87562 \$ 97,257.85 \$ 71,107.21
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 10 working days -26.89 %

Hot mix asphalt resurfacing and widening of the carpool parking lot in the northwest quadrant of I-94 and the Mt. Hope Road interchange, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Jule Swartz & Sons Excavating, Inc.	\$ 71,107.21	Same	1 **
Michigan Paving & Materials Co.	\$ 76,122.71	Same	2
Mead Bros. Excavating, Inc.	\$ 77,946.40	Same	3
Concord Excavating & Grading, Inc.	\$ 80,757.90	Same	4
Kammaing & Roodvoets, Inc.	\$ 81,197.45	Same	5
Aggregate Industries-Central Region	\$ 81,321.85	Same	6
Sera Excavating, LLC.	\$ 82,155.25	Same	7
Cadwell Brothers Construction Comp	\$ 83,153.66	Same	8
Nashville Construction Company	\$ 84,935.15	Same	9
Washtenaw Inc. Maintenance Service	\$ 85,097.00	Same	10
Tri-Valley Landscaping, Inc.	\$ 85,587.21	Same	11
Barrett Paving Materials, Inc.	\$ 86,442.50	Same	12
San Marino Excavating, Inc.	\$ 87,903.34	Same	13
Davis Construction, Inc.	\$ 93,482.41	Same	14
Fonson, Inc.	\$ 94,217.80	Same	15
Brady Sand & Gravel, Inc.	\$ 94,531.65	Same	16
C & D Hughes, Inc.	\$ 94,893.65	Same	17
Rieth-Riley Construction Co., Inc.			

17 Bidders

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

Purpose/Business Case: To prolong the life of the carpool parking lot that is located in the northwest quadrant of I-94 and the Mt. Hope Road interchange. This project consists of widening and paving of an existing parking lot. The existing lot is in poor condition.

Benefit: Paving this carpool parking lot will extend the life of the lot and reduce maintenance costs. The newly paved lot may also attract new carpoolers.

Funding Source:

87562A

State Restricted Trunkline Funds 100 %

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

Risk Assessment: The surrounding communities are anticipating the newly paved carpool parking lot. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Paving the existing lot will greatly reduce the initial maintenance costs for the carpool parking lot. Our customers will benefit greatly from new surface provided from the current carpool parking lot.

Selection: Low bid.

New Project Identification: Resurfacing and maintenance.

Zip Code: 49240.

80. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801030 \$ ENG. EST. 406,450.05 \$ LOW BID 402,769.00
 PROJECT ST 34062-90061
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 04, 2008
 COMPLETION DATE - AUGUST 22, 2008 -0.91 %

1.99 mi of detail 8 joint repairs, hot mix asphalt cold milling and resurfacing on M-21 from east of Lovell Street easterly to east of Hillcrest Drive in the city of Ionia, Ionia County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 402,769.00	Same	1 **
Michigan Paving & Materials Co.	\$ 442,000.00	Same	2
Aggregate Industries-Central Region	\$ 454,957.00	Same	3

3 Bidders

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

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

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

Funding Source:

90061A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48846.

Purpose/Business Case: This project is supported in combination of The Capital Preventive Maintenance Program and the Transportation Enhancement Program. The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: These treatments will delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. Its goal is to allow cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

100145A	
City of Alma	15.74 %
Federal Highway Administration Funds	68.97 %
State Restricted Trunkline Funds	15.29 %
90032A	
City of Alma	19.46 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	64.44 %
State Restricted Trunkline Funds	16.10 %

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

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions. Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Lower vehicle maintenance costs. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Maintenance and enhancement.

Zip Code: 48801.

85. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801037
 PROJECT ST 70900-90095
 LOCAL AGRMT.
 START DATE - MAY 12, 2008
 COMPLETION DATE - JUNE 27, 2008

ENG. EST.
 \$ 301,467.61 \$
 LOW BID
277,410.36
 % OVER/UNDER EST.
 -7.98 %

4.13 mi of full-depth concrete pavement repair and joint sealing on US-31 northbound and southbound from 8th Street northerly to north of Lakewood Boulevard and on I-196BL eastbound and westbound from 120th Avenue easterly to 96th Avenue in the cities of Holland and Zeeland, Ottawa County.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 277,410.36	Same	1 **
Kelcris Corporation	\$ 296,862.34	Same	2
Causie Contracting, Inc.	\$ 298,714.47	Same	3
Florence Cement Company	\$ 329,637.58	Same	4
Diversco Construction Company Inc	\$ 345,967.30	Same	5
Eastlund Concrete Construction	\$ 444,197.03	Same	6
West Michigan Recycled Aggregates Snowden, Inc. Six-S, Inc.			

6 Bidders

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

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

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

Funding Source:

90095A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Funding Source:

100499A		
Federal Highway Administration Funds		81.85 %
(Transportation Enhancement Funds)		
State Restricted Trunkline Funds		18.15 %
90282A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions. Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Lower vehicle maintenance costs. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Maintenance and enhancement.

Zip Code: 48768.

87. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801040 ENG. EST. \$ 2,658,389.94 LOW BID \$ 2,737,726.30
 PROJECT STT 77011-87392
 LOCAL AGRMT. 07-5387 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 07, 2008 2.98 %

0.73 mi of road reconstruction with hot mix asphalt surfacing and shoulders, concrete curb, gutter and sidewalks, sanitary sewer and storm drainage system on M-19 from the Burt Road intersection northerly through the village of Emmett to Lapeer Road, St. Clair County. This project includes a 5 year pavement performance warranty.

10.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
John Carlo, Inc.	\$ 2,737,803.50	\$ 2,737,726.30	1 **
Tri-Valley Landscaping, Inc.	\$ 2,672,536.95	Same	2
Dan's Excavating, Inc.	\$ 2,801,078.00	Same	3
Novak Construction	\$ 2,730,461.20	Same	4
Pamar Enterprises, Inc.	\$ 2,792,818.65	Same	5
DeAngelis Landscape, Inc.	\$ 3,024,405.20	Same	6
Angelo Iafrate Construction Company	\$ 2,899,357.74	Same	7
Raymond Excavating Company	\$ 2,876,286.36	Same	8
Zito Construction Co.	\$ 2,999,905.18	Same	9
L.J. Construction, Inc.	\$ 3,115,978.29	Same	10
Boddy Construction Company, Inc.	\$ 3,036,181.55	Same	11
Teltow Contracting, Inc.	\$ 3,180,539.45	\$ 3,180,439.45	12
B & V Construction, Inc.	\$ 3,250,721.74	Same	13
T. R. Pieprzak Co.	\$ 3,360,467.30	\$ 3,360,417.30	14
DiPonio Contracting L.L.C.	\$ 3,446,667.30	Same	15
C. A. Hull Co., Inc.			
ABC Paving Company			
Fisher Contracting Company			
Posen Construction, Inc.			
Ajax Paving Industries, Inc.			
Cadillac Asphalt, LLC.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
John Carlo, Inc.	\$ 2,869,803.50	\$ 2,869,726.30	1 **
Tri-Valley Landscaping, Inc.	\$ 2,922,536.95	Same	2
Dan's Excavating, Inc.	\$ 2,983,078.00	Same	3
Novak Construction	\$ 3,030,461.20	Same	4
Pamar Enterprises, Inc.	\$ 3,042,818.65	Same	5
DeAngelis Landscape, Inc.	\$ 3,074,805.20	Same	6
Angelo Iafrate Construction Company	\$ 3,149,357.74	Same	7
Raymond Excavating Company	\$ 3,176,286.36	Same	8
Zito Construction Co.	\$ 3,215,905.18	Same	9
L.J. Construction, Inc.	\$ 3,235,978.29	Same	10
Boddy Construction Company, Inc.	\$ 3,333,780.55	Same	11
Teltow Contracting, Inc.	\$ 3,480,539.45	\$ 3,480,439.45	12
B & V Construction, Inc.	\$ 3,564,641.74	Same	13
T. R. Pieprzak Co.	\$ 3,660,467.30	\$ 3,660,417.30	14
DiPonio Contracting L.L.C.	\$ 3,696,667.30	Same	15

C. A. Hull Co., Inc.
ABC Paving Company
Fisher Contracting Company
Posen Construction, Inc.
Ajax Paving Industries, Inc.
Cadillac Asphalt, LLC.

15 Bidders

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

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

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

Purpose/Business Case: The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

Funding Source:

87392A

Federal Highway Administration Funds	66.17 %
State Restricted Trunkline Funds	14.67 %
St Clair County Drain Commission	19.16 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48022.

88. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801041
 PROJECT STH 68012-83251
 LOCAL AGRMT.
 START DATE - JULY 08, 2008
 COMPLETION DATE - OCTOBER 03, 2008

ENG. EST.
 \$ 1,083,436.60 \$ LOW BID
992,888.88
 % OVER/UNDER EST.
 -8.36 %

0.96 mi of crushing and shaping with hot mix asphalt paving and widening including concrete curb and gutter and drainage improvements on M-33 from south of Popps Road to north of Roman Road, Oscoda County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cordes Excavating, Inc.	\$ 992,888.88	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 1,007,373.09	Same	2
Katterman Trucking, Inc.	\$ 1,056,329.65	Same	3
Porath Contractors, Inc.	\$ 1,157,284.89	Same	4
Rieth-Riley Construction Co., Inc.	\$ 1,216,577.69	Same	5
Pyramid Paving & Contracting Co.			
M & M Excavating Co., Inc.			

5 Bidders

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

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

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

Funding Source:

83251A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

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

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

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

Funding Source:

86300A

Ottawa County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49456.

92.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801009	\$ 489,818.82	\$ 382,972.92
	PROJECT STUL 34470-89554		
	LOCAL AGRMT. 07-5678		% OVER/UNDER EST.
	START DATE - APRIL 17, 2008		
	COMPLETION DATE - MAY 30, 2008		-21.81 %

2.25 mi of hot mix asphalt resurfacing including cold milling, concrete sidewalk, sidewalk ramps, concrete curb and gutter, and pavement markings on Morton Street, Ionia Street, Root Street, North and South Broas Streets, Reed Street, Main Street and Washington Street in the city of Belding, Ionia County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 382,972.92	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 477,337.11	Same	2
Aggregate Industries-Central Region	\$ 572,656.89	Same	3

3 Bidders

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

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

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

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

Funding Source:

89554A

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

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48909.

93.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801010	\$ 437,169.50	\$ 417,754.50
	PROJECT STUL 17419-89606		
	LOCAL AGRMT. 07-5687		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2008		-4.44 %

0.76 mi of concrete pavement repair, cold milling hot mix asphalt, curb and gutter replacement, ADA ramps, drainage improvements, stairway repairs, hot mix asphalt and pavement markings on Easterday Avenue West from I-75 to Ashmin Street in the city of Sault Ste. Marie, Chippewa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 417,754.50	Same	1 **
Bacco Construction Company			
Oberstar, Inc.			
M & M Excavating Co., Inc.			

1 Bidder

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

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

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

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

Funding Source:

89606A

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

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49783.

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48871.

95. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801013 \$ 504,731.20 \$ **438,281.70**
 PROJECT BRO 14001-86387
 LOCAL AGRMT. 07-5665 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 31, 2008 -13.17 %

Remove existing structure and construct a precast side by side concrete box beam bridge and related approach work on Northrup Street over Christiana Creek, Cass County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
E.T. MacKenzie Company	\$ 438,281.70	Same	1 **
Milbocker and Sons, Inc.	\$ 441,554.44	Same	2
J.E. Kloote Contracting, Inc.	\$ 446,203.88	Same	3
Posen Construction, Inc.	\$ 474,960.21	Same	4
S.L. & H. Contractors, Inc.	\$ 495,659.15	Same	5
Nashville Construction Company	\$ 497,243.30	Same	6
J. Slagter & Son Construction Co.	\$ 537,362.60	Same	7
K & S Piling Company	\$ 577,422.56	Same	8
Northern Indiana Construction Co.			
Anlaan Corporation			
C. A. Hull Co., Inc.			

8 Bidders

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

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

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

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

Funding Source:

86387A

Cass County	7.44 %
Federal Highway Administration Funds	77.94 %
State Restricted Trunkline Funds	14.62 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49031.

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48763.

97. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801015 \$ ENG. EST. \$ LOW BID
 PROJECT STU 25402-84590 \$ 424,401.75 \$ 407,950.10
 LOCAL AGRMT. 07-5120 % OVER/UNDER EST.
 START DATE - APRIL 14, 2008
 COMPLETION DATE - JUNE 27, 2008 -3.88 %

0.77 mi of road resurfacing including hot mix asphalt paving, drainage improvements, and pavement markings on Seymour Road from Silver Lake Road to Cole Road, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 407,950.10	Same	1 **
Florence Cement Company	\$ 431,065.50	Same	2
Barrett Paving Materials, Inc.	\$ 437,715.03	Same	3
Cadillac Asphalt, LLC.	\$ 438,151.93	Same	4
Ajax Paving Industries, Inc.	\$ 447,993.82	Same	5
C & D Hughes, Inc.	\$ 480,331.58	Same	6
Pyramid Paving & Contracting Co.			
Lois Kay Contracting Co.			

6 Bidders

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

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

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

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

Funding Source:

84590A
 Genesee County 18.15 %
 Federal Highway Administration Funds 81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48451.

98. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801016 \$ ENG. EST. 170,373.90 \$ LOW BID 141,565.31
 PROJECT MCS 65010-86355
 LOCAL AGRMT. 07-5680 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 09, 2008 -16.91 %

Bridge rehabilitation including bridge deck overlay and traffic control on Greenwood Road at Rifle River, Ogemaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 141,565.31	Same	1 **
Posen Construction, Inc.	\$ 146,675.31	Same	2
Midwest Bridge Company	\$ 148,061.50	Same	3
Anlaan Corporation	\$ 163,955.01	Same	4
McDowell Construction , L.L.C.	\$ 189,716.00	Same	5
L.W. Lamb, Inc.			
C. A. Hull Co., Inc.			
Miller Development, Inc.			

5 Bidders

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

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

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

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

Funding Source:

86355A

Ogemaw County	5.00 %
State Restricted Trunkline Funds	95.00 %

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

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

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

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 48610.

99.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801017	\$ 86,324.50	\$ 80,812.50
	PROJECT CM 03400-90378		
	LOCAL AGRMT. 07-5658		% OVER/UNDER EST.
	START DATE - APRIL 01, 2008		
	COMPLETION DATE - AUGUST 01, 2008		-6.39 %

0.10 mi of subbase, aggregate base, culverts, hot mix asphalt surfacing and approaches, and restoration on 12th Street at the intersections of 103 Road and 12th Street, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 80,812.50	Same	1 **
Aggregate Industries-Central Region	\$ 95,947.45	Same	2
Brenner Excavating, Inc.	\$ 100,537.00	Same	3
Peters Construction Co.	\$ 108,952.47	Same	4
Nashville Construction Company	\$ 117,102.61	Same	5
Kamminga & Roodvoets, Inc.	\$ 117,795.95	Same	6
Bultema Brothers Road Contractors	\$ 121,772.90	Same	7
Northern Construction Services, Co.			
Weick Bros., Inc.			
Langlois & Sons Excavating, Inc.			
A-1 Asphalt, Inc.			

7 Bidders

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

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

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

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

Funding Source:

90378A

Allegan County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49080.

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48226.

102. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801036 \$ ENG. EST. \$ LOW BID
 PROJECT STE 77033-102102 \$ 758,173.35 \$ 663,345.00
 LOCAL AGRMT. 07-5696 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008 -12.51 %

2.36 mi of hot mix asphalt multi-use path construction including machine grading, aggregate base, storm sewer and culverts west of M-25 from State Street and Myrtle Road southeasterly to Metcalf Road, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
DeAngelis Landscape, Inc.	\$ 663,345.00	Same	1 **
Raymond Excavating Company	\$ 664,528.08	Same	2
Novak Construction	\$ 673,277.31	Same	3
Tri-Valley Landscaping, Inc.	\$ 712,498.95	Same	4
L.J. Construction, Inc.	\$ 714,813.75	Same	5
Marlette Excavating Company	\$ 726,538.86	Same	6
Pamar Enterprises, Inc.	\$ 757,787.05	Same	7
Heystek Contracting Inc.	\$ 788,136.48	Same	8
Dan's Excavating, Inc.	\$ 844,247.09	Same	9
Teltow Contracting, Inc.	\$ 962,135.67	Same	10
Boddy Construction Company, Inc.	\$ 977,957.32	Same	11
DiPonio Contracting L.L.C.			
Florence Cement Company			
Ajax Paving Industries, Inc.			
Cadillac Asphalt, LLC.			
Fisher Contracting Company			
ABC Paving Company			
Pro-Line Asphalt Paving Corp.			
Ace Asphalt & Paving Co.			

11 Bidders

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

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

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

102102A		
St Clair County		30.00 %
Federal Highway Administration Funds		70.00 %
(Transportation Enhancement Funds)		

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

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

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

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48079.

103.	LETTING OF JANUARY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0801044	\$ 162,092.00	\$ 157,944.81
	PROJECT STUL 31437-89561		
	LOCAL AGRMT. 07-5675		% OVER/UNDER EST.
	START DATE - MAY 15, 2008		
	COMPLETION DATE - JULY 15, 2008		-2.56 %

0.25 mi of hot mix asphalt resurfacing including cold milling, storm sewer, drainage structures, concrete curb, gutter, and sidewalk, and pavement markings on MacInnes Drive from south of Upland Avenue to the Michigan Technological University Hockey Education Center driveway in the city of Houghton, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 157,944.81	Same	1 **
Payne & Dolan, Inc.	\$ 159,148.61	Same	2
Bill Siler Contracting, Inc.	\$ 177,677.46	Same	3

3 Bidders

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

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

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

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

Funding Source:

89561A

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

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49931.

104. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801218
 PROJECT EDA 37424-84466, ETC
 LOCAL AGRMT. 07-5611
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST. LOW BID
 \$ 1,459,660.62 \$ 1,331,148.77

% OVER/UNDER EST.
 -8.80 %

1.27 mi of hot mix asphalt road reconstruction including base crushing and shaping, storm sewer, drainage structures, concrete curb and gutter, hot mix asphalt paving, traffic signal installation and pavement markings on Isabella Road from south of Broomfield Road to Bluegrass Road and from US-127BR to south of Bluegrass Road, Isabella County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
CL Trucking & Excavating, LLC.	\$ 1,331,148.77	Same	1 **
Crawford Contracting, Inc.	\$ 1,411,969.90	Same	2
The Isabella Corporation	\$ 1,422,790.46	Same	3
McGuirk Sand & Gravel, Inc.	\$ 1,492,891.72	Same	4
L.J. Construction, Inc.	\$ 1,499,747.44	Same	5
Mead Bros. Excavating, Inc.	\$ 1,523,437.82	Same	6
Fisher Contracting Company	\$ 1,578,263.67	Same	7
Geiersbach Construction, Inc.	\$ 1,607,915.49	Same	8
Tri-Valley Landscaping, Inc.	\$ 1,681,443.47	Same	9
Champagne and Marx Excavating, Inc.	\$ 1,709,554.09	Same	10
Nashville Construction Company	\$ 1,732,568.74	Same	11
Milbocker and Sons, Inc.	\$ 1,759,618.88	Same	12
Cadwell Brothers Construction Comp	\$ 1,787,511.90	Same	13
Kamminga & Roodvoets, Inc.	\$ 1,790,708.85	Same	14
Pyramid Paving & Contracting Co.			
D.J. McQuestion & Sons, Inc.			
Rohde Brothers Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			
Porath Contractors, Inc.			
Central Asphalt, Inc.			
M & M Excavating Co., Inc.			

14 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration. This project is also for improving the network of highway services essential to economic competitiveness. This project was selected by the Office of Economic Development and Enhancement as defined in current legislation.

Benefit: By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public. The economic development and/or re-development portion of this particular geographic area is enhanced by helping support private initiatives that create or retain jobs. The improvement further provides for increased economic benefit and preserves the quality of life for the people of Michigan.

Funding Source:

101382A

Isabella County	30.00 %
State Restricted Trunkline Funds	70.00 %

84466A

Isabella County	18.15 %
Federal Highway Administration Funds	81.85 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the state would potentially lose industry and jobs to another state or territory.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48858.

108. LETTING OF JANUARY 11, 2008
 PROPOSAL 0801048 \$ ENG. EST. 18,500.00 \$ LOW BID 15,400.00
 PROJECT BT01 47082-55918B02
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - APRIL 28, 2008 -16.76 %

Demolition of department-owned real estate parcels,
 Livingston County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pitsch Wrecking Company	\$ 15,400.00	Same	1 **
S.A. Torello, Inc.	\$ 16,850.00	Same	2
North American Dismantling Corp.	\$ 16,925.00	Same	3
Fonson, Inc.	\$ 19,800.00	Same	4
Rohde Brothers Excavating, Inc.	\$ 20,760.00	Same	5
Homrich Wrecking, Inc.	\$ 26,000.00	Same	6
E.T. MacKenzie Company	\$ 34,015.00	Same	7

7 Bidders

Criticality: The purpose of this demolition is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. Demolishing the building eliminates the expense of numerous and costly repairs and ongoing maintenance cost and avoids potential liability from trespassers and potential health risk due to noncompliance with state and local ordinances. Complying with State and local ordinances adds additional time to projects. By demolishing the building and taking care of these issues now when construction later takes place delays will be held to a minimum.

Purpose/Business Case: The purpose of this demolition is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. Delaying the demolition and leaving the building vacant could increase MDOT's liability and put MDOT in violation of State and local ordinances as well as creating an attractive nuisance. Complying with State and local ordinances adds additional time to projects. By demolishing, the house and taking care of these issues now when construction later takes place delays will be held to a minimum.

Benefit: Demolishing the building eliminates the expense of numerous and costly repairs and avoids potential liability from trespassers and potential health risk due to noncompliance with state and county codes.

Funding Source:

55918B02

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

Risk Assessment: Demolition of these improvements saves maintenance cost and avoids potential future liability to MDOT.

Cost Reduction: Demolishing the improvements at this time will eliminate ongoing maintenance cost.

Selection: Low Bid.

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Best value.

New Project Identification: Rehabilitation.

Zip Code: 48858.

EXTRAS

110. **Extra 2008 - 006**

Control Section/Job Number: 82400-56196 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: Motor City Electric Utilities Co.
9440 Grinnell
Detroit, MI 48213

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

Engineer's Estimate: \$1,862,017.50

Description of Project:

Signal removal and installation, signal interconnect, and intersection improvements at thirty-one locations citywide, in the City of Detroit, Wayne County.

Administrative Board Approval Date:	September 21, 2004	
Contract Date:	December 17, 2004	
Original Contract Amount:	\$1,566,634.07	
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>202,799.42</u>	<u>+ 12.94%</u>
Revised Total	<u>\$1,769,433.49</u>	+ 12.94%

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 \$1,566,634.07.

Approval of this extra will place the authorized status of the contract 12.94% or \$202,799.42 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

Curb & Gutter Special	1,620.000 Ft @ \$15.75/Ft	\$25,515.00
Rem, Curb & Gutter Special	1,620.000 Ft @ \$9.45/Ft	15,309.00
ADA Ramp w/Detectable Warning Special	4,000.000 Ft @ \$14.65/Ft	58,600.00
Sidewalk, 4" Special	12,000.000 Sft @ \$4.72/Sft	56,640.00
Sidewalk, 6" Special	3,106.000 Sft @ \$5.35/Sft	16,617.10
Sidewalk Removal Special	2,124.000 Sft @ \$14.18/Sft	<u>30,118.32</u>
Total		<u>\$202,799.42</u>

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

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps within the 31 locations set up on the project. The prices for this work reflect cost increases since the project was let and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the cost includes the traffic control, the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue. In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, and could not work on the weekends which had major downtown events. The extra cost for the above items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 100%, unless otherwise noted.

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

Risk Assessment: These items 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: 48201, 48202, 48206, 48207, 48209, 48212, 48214, 48215, 48217, 48226, 48228, 48234.

111. **Extra 2008 - 007**

Control Section/Job Number: 82400-83024 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: Alpha Electric, Inc.
39349 Mound Road
Sterling Heights, MI 48310

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

Engineer's Estimate: \$1,202,254.50

Description of Project:

Traffic signal modernization at 24 locations on Warren Road from Canyon Street to Central Street, in the City of Detroit, Wayne County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	March 1, 2006	
Original Contract Amount:	\$1,288,773.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	21,225.00	+ 1.65%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>124,795.47</u>	<u>+ 9.68%</u>
Revised Total	<u>\$1,434,793.47</u>	+ 11.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.65% over the original budget for an **Authorized to Date Amount** of \$1,309,998.00.

Approval of this extra will place the authorized status of the contract 11.33% or \$146,020.47 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

CM 2

Rem, Curb & Gutter Special	960.000 Ft @ \$9.45/Ft	\$9,072.00
Curb & Gutter Special	960.000 Ft @ \$15.75/Ft	15,120.00
Rem, Sidewalk Special	1,299.000 Syd @ \$14.18/Syd	18,419.82
Sidewalk, 4" Conc Special	6,570.000 Sft @ \$4.72/Sft	31,010.40
Sidewalk, 6" Conc Special	2,555.000 Sft @ \$5.35/Sft	13,669.25
ADA Ramp w/Detectable Warning Special	2,560.000 Ft @ \$14.65/Ft	<u>37,504.00</u>
Total		<u>\$124,795.47</u>

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

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps within the 24 locations set up on the project. The prices for this work reflect cost increases since the project was let and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the cost includes the traffic control, the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue. In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, and could not work on the weekends which had major downtown events. The extra cost for the above items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 100%, unless otherwise noted.

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

Risk Assessment: These items 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: 48201, 48202, 48204, 48208, 48209, 48211.

112. **Extra 2008 - 008**

Control Section/Job Number: 82400-87959 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: J. Ranck Electric, Inc.
1993 Gover Parkway
Mt. Pleasant, MI 48858

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

Engineer's Estimate: \$2,079,971.00

Description of Project:

Traffic signal modernization at 80 locations from Greiner Road to Cass Avenue, in the City of Detroit, Wayne County.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 5, 2006	
Original Contract Amount:	\$1,693,578.49	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	24,493.53	+ 1.45%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>235,645.00</u>	<u>+ 13.91%</u>
Revised Total	<u>\$1,953,717.02</u>	15.36%

Offset Information

Total Offsets This Request	(\$17,325.00)	- 1.02%
Net Revised Request	\$218,320.00	+ 12.89%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.45% over the original budget for an **Authorized to Date Amount** of \$1,718,072.02.

Approval of this extra will place the authorized status of the contract 15.36% or \$260,138.53 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

Curb & Gutter, Conc, Special	1,950.000 Ft @ \$9.00/Ft	\$17,550.00
Sidewalk, 4" Conc, Modified	5,640.000 Sft @ \$5.25/Sft	29,610.00
Sidewalk, 6" Conc, Modified	385.000 Sft @ \$6.00/Sft	2,310.00
Sidewalk Ramp, ADA Modified	10,135.000 Sft @ \$15.00/Sft	152,025.00
Curb and Gutter, Rem	1,950.000 Ft @ \$9.00/Ft	17,550.00
Sidewalk, Rem	1,660.000 Syd @ \$10.00/Syd	<u>16,600.00</u>
Total		<u>\$235,645.00</u>

CM 3 Offset Information

Sidewalk Ramp, ADA, Modified	-3,150.000 Sft @ \$5.50/Sft	(17,325.00)
Total		(\$17,325.00)

Net Revised CM 3 Request \$218,320.00

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

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps within the 80 intersections set up on the project. The prices for this work reflect cost increases since the project was let and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the cost includes the traffic control the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue. The extra cost for the above items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices and the work required. These costs are offset by a \$17,325 decrease in the original item indicated above.

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 100%, unless otherwise noted.

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

Risk Assessment: These items 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: 48201, 48206, 48209, 48210, 48216, 48221, 48226.

113. **Extra 2008 - 009**

Control Section/Job Number: 82522-52624 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: ABC Paving Company
2650 Van Horn Road
Trenton, MI 48183

Designed By: Local Agency
Engineer's Estimate: \$1,603,322.40

Description of Project:

Reconstruction of approximately 1.6 kilometers of bituminous roadway including bituminous concrete pavement, concrete pavement drainage structures and water main on Clark Street from Michigan (US-12) to Brandon, and Scotten Street from Michigan (US-12) to Brandon in the City of Detroit, Wayne County.

Administrative Board Approval Date:	November 7, 2000	
Contract Date:	March 6, 2001	
Original Contract Amount:	\$1,618,219.80	
Total of Overruns/Changes (Approved to Date):	(90,829.04)	- 5.61%
Total of Extras/Adjustments (Approved to Date):	1,369,561.15	+ 84.63%
Total of Negative Adjustments (Approved to Date):	(82,500.00)	- 5.10%
THIS REQUEST	<u>352,281.83</u>	<u>+ 21.77%</u>
Revised Total	<u>\$3,166,733.74</u>	+ 95.69%

Offset Information

Total Offsets This Request	(\$195,450.33)	- 12.08%
Net Revised Request	\$156,831.50	+ 9.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 73.92% over the original budget for an **Authorized to Date Amount** of \$2,814,451.91.

Approval of this extra will place the authorized status of the contract 95.69% or \$1,548,513.94 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-57	1 r. 1, 2, 3 r. 1, 5, 7 r. 2	\$687,060.45	10/05/03
2004-88	9	\$600,000.00	12/07/04

Contract Modification Number(s): 11

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

CM 11	
Idle Equipment	\$110,000.00
Force Account – Scotten	<u>242,281.83</u>
Total	<u>\$352,281.83</u>

CM 11 Offset Information

Catch Basin “A”	-2.000 Ea @ \$1,600.00/Ea	(\$3,200.00)
Catch Basin “B”	-2.000 Ea @ \$1,700.00/Ea	(3,400.00)
Catch Basin “BT”	-4.000 Ea @ \$1,960.00/Ea	(7,840.00)
Reconstructing Dr Structure, Case 2	-2.000 Ea @ \$800.00/Ea	(1,600.00)
Reconstruction Dr Structure, Case 1	-2.000 Ea @ \$1,322.00/Ea	(2,644.00)
Standard Manhole	-2.000 Ea @ \$2,850.00/Ea	(5,700.00)
Sewer Cleanout	-11.600 m @ \$40.00/m	(464.00)
Concrete Curb (Raised)	-44.300 m @ \$65.30/m	(2,892.79)
Integral Curb and Walk, 610 mm	-100.000 m @ \$50.00/m	(5,000.00)
Sidewalk Ramps-Modified	-44.630 m2 @ \$48.00/m2	(2,142.24)
Sign, Type B, Temp	-400.000 m2 @ \$33.00/m2	(13,200.00)
Transmission cable, 24kV, 1-3/C 350 mcm P I.L.C.P.J.	-117.600 m @ \$166.00/m	(19,521.60)
Aggregate Base, 100 mm	-668.820 m2 @ \$3.20/m2	(2,140.22)
Bit Mixture No. 1100L, 20AA	-123.670 t @ \$41.28/t	(5,105.10)
Bit Mixture No. 1100T, 20AA	-111.640 t @ \$46.00/t	(5,135.44)
Cement	-8.000 t @ \$167.00/t	(1,336.00)
Cold Milling Bit Surface	-123.130 m2 @ \$2.60/m2	(320.14)
Conc Pavt, Reinf, 240 mm	-871.470 m2 @ \$66.00/m2	(57,517.02)
Curb, Rem	-100.000 m @ \$14.00/m	(1,400.00)
Dr. Structure Cover, Adj, Case 1	-3.000 Ea @ \$240.00/Ea	(720.00)
Dr Structure, Abandon	-2.000 Ea @ \$596.00/Ea	(1,192.00)
Embankment, CIP	-5.000 m3 @ \$120.00/Ea	(600.00)
Excavation, Earth	-441.000 m3 @ \$42.00/m3	(18,522.00)
Hand Patching	-24.510 t @ \$157.00/t	(3,848.07)
Masonry and Conc Structure, Rem	-89.780 m3 @ \$82.00/m3	(7,361.96)
Pavt for Butt Joints, Rem	-79.300 m2 @ \$4.95/m2	(392.54)
Pavt Mrkg, Overlay Cold Plas, 100, Yellow	-116.700 m @ \$10.00/m	(1,167.00)
Pavt Mrkg, Overlay Cold Plas, 150, X-Walk	-30.000 m @ \$12.00/m	(360.00)
Pavt Mrkg, Overlay Cold Plas, 600, Stop Bar	-24.370 m @ \$49.00/m	(1,194.13)
Sewer Tap, 300 mm	-8.000 Ea @ \$980.00/Ea	(7,840.00)
Sewer, Cl C 76M IV, 300 mm, Tr Det B	-38.000 m @ \$217.00/m	(8,246.00)
Sidewalk, Conc, 150 mm	-79.940 m2 @ \$32.00/m2	(2,558.08)
Warning Sign	-5.000 Ea @ \$178.00/Ea	(890.00)
Total		<u>(\$195,450.33)</u>

Net Revised CM 11 Request **\$156,831.50**

Grand Total **\$352,281.83**

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

The reconstruction of Scotten Street was delayed from June 2001 to June 2002. Once work started on Scotten Street, it was discovered that there was a box sewer in conflict with the proposed pavement. The plans indicated there was a circular sewer below the proposed pavement. This conflict required additional time to resolve and to redesign the roadway. It also required additional time for approval of the redesign from other City of Detroit agencies.

In October 2003, the contractor, the City of Detroit, and MDOT agreed that this incident was a significant change of work as described in Section 103.02.B of the 1996 Standard Specifications for Construction. The remaining work will be paid for by force account records as described in Section 109.07 of the 1996 Standard Specifications for Construction. Work resumed on Scotten Street in late 2003, and all work on the project was completed on January 10, 2005. This extra item was originally established on contract modification 9 as a budget amount and now represents the amount that was needed to complete the work. The extra cost for Idle Equipment and Force Account-Scotten is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction. The extra costs are partially offset by a \$195,450.33 reduction in the original items listed above.

Section 103.04 – EXTRA WORK – of the 1996 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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 76.90%; City of Detroit, 23.10%, 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: 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: 48210.

114. **Extra 2008 - 010**

Control Section/Job Number: 82609-84966 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: Rauhorn Electric, Inc.
17171 23 Mile Road
Macomb Twp., MI 48042

Designed By: Wade-Trim Associates, Inc.

Engineer's Estimate: \$550,094.75

Description of Project:

Upgrade and retime traffic signal controller, upgrade pavement markings on Ferry Street at Russell Street, Chatsworth Street at Mack Avenue, Chicago Street at Meyers Road, Connor Street at McNichols Road, Dexter Avenue at Ewald Circle, Linnhurst Street at Schoenherr Street, John R Street at Nevada Street, Conner Street at Chandler Park Drive, Davison Street at Mound Road and Warren Avenue at Woodward Avenue and upgrade and retime traffic signal controller, upgrade pavement markings and add countdown pedestrian signal on Hancock Street at John R Street, Lawndale Street at Vernor Highway, McNichols Road at Strasburg Street, Forest Avenue at John R Street, Fenkell Street at St. Mary's Street, McNichols Road at Waltham Street, West Grand Boulevard at Lodge Service Drive and Scotten Street at Vernor Highway in the City of Detroit, Wayne County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	March 1, 2006	
Original Contract Amount:	\$447,320.50	
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>50,851.50</u>	<u>+ 11.37%</u>
Revised Total	<u>\$498,172.00</u>	+ 11.37%

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 \$447,320.50.

Approval of this extra will place the authorized status of the contract 11.37% or \$50,851.50 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

CM 2

Curb & Gutter, Conc. Special	333.000 Ft @ \$25.26/Ft	\$8,411.58
Curb, Conc, Special	333.000 Ft @ \$23.70/Ft	7,892.10
Sidewalk, Conc, 4 inch Modified	1,822.00 Sft @ \$5.45/Sft	9,929.90
Sidewalk, Conc, 6 inch Modified	66.000 Sft @ \$6.16/Sft	406.56
Sidewalk Ramp, ADA, Modified	864.000 Sft @ \$18.04/Sft	15,586.56
Curb and Gutter, Rem	333.000 Ft @ \$4.60/Ft	1,531.80
Curb, Rem	250.000 Ft @ \$4.60/Ft	1,150.00
Sidewalk, Rem	283.000 Syd @ \$21.00/Syd	<u>5,943.00</u>
Total		<u>\$50,851.50</u>

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

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps within the project limits. The prices for this work reflect cost increases since the project was let and include mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the costs include traffic control, the project will not have an extension time related increase in traffic control due to the ADA ramp issue. The extra cost for the above items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Prices and the work required.

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 80%; City of Detroit, 20%, unless otherwise noted.

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

Risk Assessment: 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: 48202, 48224.

115. **Extra 2008 - 012**

Control Section/Job Number: 82112-45681 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: HNTB Michigan, Inc./MDOT
Engineer's Estimate: \$48,990,203.83

Description of Project:

11.47 miles of freeway rehabilitation, ramp rehabilitation and realignment, bridge rehabilitation and replacement, retaining wall rehabilitation, lighting, signing and pavement markings on M-10 from Jefferson Avenue to Greenfield Road in the City of Detroit, Wayne County. This project includes a 2 year bridge painting warranty.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	January 10, 2007	
Original Contract Amount:	\$55,252,480.74	
Total of Overruns/Changes (Approved to Date):	2,361,766.62	+ 4.27%
Total of Extras/Adjustments (Approved to Date):	886,718.21	+ 1.60%
Total of Negative Adjustments (Approved to Date):	(163,817.88)	- 0.30%
THIS REQUEST	<u>167,888.27</u>	+ 0.30%
Revised Total	<u>\$58,505,035.96</u>	+ 5.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.57% over the original budget for an **Authorized to Date Amount** of \$58,337,147.69.

Approval of this extra will place the authorized status of the contract 5.87% or \$3,252,555.22 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-109	13	\$196,860.00	08/07/07

Contract Modification Number(s): 49

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

CM 49

Temporary Electrical Service S21 and S29

\$167,888.27

Total

\$167,888.27

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

The engineer directed the contractor to place temporary electrical services for the primary Public Lighting Department lines at two of the bridges on the project. The work had to be completed before the structures could be demolished, in accordance with the project documents. This temporary work was overlooked and was not included in the project drawings. The extra cost for Temporary Electrical Service S21 and S29 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. These records are included in the project files.

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

This Extra is recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.93%; City of Detroit, 1.07%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48202, 48206, 48216, 48221, 48235, 48238.

116. **Extra 2008 - 013**

Control Section/Job Number: 09032-56922 MDOT Project

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

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

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

Designed By: MDOT
Engineer's Estimate: \$3,247,492.40

Description of Project:

Overlay, joint replacement, railing replacement, bearing replacement, and diaphragm replacement, substructure end beam end repair, steel repair, deck patching, lighting and painting on 3 structures on M-13/M-84, East and West Channel and M-25 over the Saginaw River in the City of Bay City, Bay County.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	December 8, 2005	
Original Contract Amount:	\$3,763,218.85	
Total of Overruns/Changes (Approved to Date):	136,568.68	+ 3.63%
Total of Extras/Adjustments (Approved to Date):	448,300.01	+ 11.91%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>15,647.98</u>	<u>+ 0.42%</u>
Revised Total	<u>\$4,363,735.52</u>	+ 15.96%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.54% over the original budget for an **Authorized to Date Amount** of \$4,348,087.54.

Approval of this extra will place the authorized status of the contract 15.96% or \$600,516.67 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-83	2 r. 1	\$380,035.00	7/05/06
2006-149	3 r. 3	\$16,873.43	11/07/06
2007-42	6	\$40,091.92	04/03/07

Contract Modification Number(s): 8

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

CM 8

Beam End Repair	1.000 LS @ \$13,317.25/LS	\$13,317.25
Column Plates	1.000 LS @ \$2,315.73/LS	2,315.73
Damaged and Replaced Barricaded Lights	1.000 Ea @ \$15.00/Ea	15.00
Total		<u>\$15,647.98</u>

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

Once work started on the project, it was determined that repairs would be needed at the ends of some of the beams and some of the column plates. These repairs were not discovered until after the work started and therefore were not noted on the plans, but were necessary to complete the work on the bridge. The extra cost for Beam End Repair and Column Plates was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

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

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.94%; City of Bay City, 1.06%, 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: 48706.

117. **Extra 2008 - 014**

Control Section/Job Number: 18034-83548 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Davis Construction, Inc.
5236 Dumond Ct., Suite A
Lansing, MI 48917

Designed By: MDOT
Engineer's Estimate: \$1,398,244.63

Description of Project:

Deep concrete overlay, partial deck replacement, replace expansion joint and bridge railing, pre-stressed concrete I-beam end and substructure repair, and approach work on US-127 over US-127BR and M-61, replace deck joint and pin and hanger, steel repair, heat straightening fascia beam, and bridge railing thrie beam retrofit on Baily Drive over US-127, Clare County. This project includes a 2-year bridge painting warranty.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	February 9, 2007	
Original Contract Amount:	\$1,394,996.15	
Total of Overruns/Changes (Approved to Date):	(44,769.33)	- 3.21%
Total of Extras/Adjustments (Approved to Date):	67,870.00	+ 4.87%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>43,779.30</u>	<u>+ 3.14%</u>
Revised Total	<u>\$1,461,876.12</u>	+ 4.80%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.66% over the original budget for an **Authorized to Date Amount** of \$1,418,096.82.

Approval of this extra will place the authorized status of the contract 4.80% or \$66,879.97 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 16 r. 1

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

CM 16		
Damaged Lights	14.000 Ea @ \$15.00/Ea	\$210.00
Traffic Control Adjustment	1.000 LS @ \$43,569.30/LS	43,569.30
Total		<u>\$43,779.30</u>

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

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

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 36 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above 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 as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 80%; 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: 48625.

118. **Extra 2008 - 015**

Control Section/Job Number: 50400-87999 Local Agency Project

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

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

Contractor: Metropolitan Power & Lighting, Inc.
N 3085 Van Dyke - Ste. 200
Imlay City, MI 48444

Designed By: Local Agency
Engineer's Estimate: \$838,325.33

Description of Project:

2.60 miles of signal modernization and interconnect on Dequindre Road from 11 Mile Road to East Avis Road, in the cities of Warren and Madison Heights, Macomb County.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	March 13, 2007	
Original Contract Amount:	\$769,769.69	
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>191,531.96</u>	<u>+ 24.88%</u>
Revised Total	<u>\$961,301.65</u>	+ 24.88%
<u>Offset Information</u>		
Total Offsets This Request	(\$132,400.00)	- 17.20%
Net Revised Request	\$59,131.96	+ 7.68%

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 \$769,769.69.

Approval of this extra will place the authorized status of the contract 24.88% or \$191,531.96 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1, 2

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

CM 1

Controller and Cabinet, ITS Upgrade, Delivered (Modified)	8.000 Ea @ \$19,590.59/Ea	\$156,724.72
Controller and Cabinet, ITS Upgrade, Master Software Delivered (Modified)	1.000 Ea @ \$24,007.24/Ea	<u>24,007.24</u>
Total		<u>\$180,731.96</u>

CM 1 Offset Information

Controller and Cabinet, Act. Controller And Master Software, Delivered	-1.000 Ea @ \$18,000.00/Ea	(\$18,000.00)
Controller and Cabinet, Act. Controller Software, Delivered (Modified)	-8.000 Ea @ \$13,500.00/Ea	<u>(108,000.00)</u>
Total		<u>(\$126,000.00)</u>

Net Revised CM 1 Request **\$54,731.96**

CM 2

Case Sign (LED), Two Way, 24" by 30"	4.000 Ea @ \$2,700.00/Ea	<u>\$10,800.00</u>
Total		<u>\$10,800.00</u>

CM 2 Offset Information

Case Sign, Two Way, 24" by 30"	-4.000 Ea @ \$1,600.00/Ea	(\$6,400.00)
Total		<u>(\$6,400.00)</u>

Net Revised CM 2 Request **\$4,400.00**

Total Offsets This Request **(\$132,400.00)**

Net Revised Request **\$59,131.96**

Grand Total **\$191,531.96**

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

CM 1

The items included on this contract modification are to upgrade the signals so they will be able to use 24-hour video monitoring of traffic demands, allowing for dynamic changes in traffic signal timings along the corridor. This upgrade will increase traffic flow, reduce vehicle delay and emissions, and maximize safety by reducing the frequency of rear end and driveway crashes near the signalized intersections. This upgrade will also allow the traffic signals to be fully accessible from the Traffic Operations Center and provide maximum flexibility for future upgrades. The engineer directed the contractor to upgrade the signals. The extra cost for Controller and Cabinet, ITS Upgrade, Delivered (Modified) and Controller and Cabinet, ITS Upgrade and Master Software Delivered (Modified) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items of other contracts in the Macomb County area. The extra costs are partially offset by a \$126,000 reduction in the original items listed above.

CM 2

The engineer directed the contractor to replace the standard case sign with case signs using LED lights. The case signs with LED lights use less energy to operate and also require less maintenance. The extra cost for Case Sign (LED), Two Way, 24 in by 30 in was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items of other contracts in the Macomb County area. The extra costs are partially offset by a \$6,400 reduction in the original items listed above.

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 100%, unless otherwise noted.

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

Risk Assessment: These items 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: 48092.

119. **Extra 2008 - 016**

Control Section/Job Number: 82102-45711 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: Bergmann Associates, Inc.
Engineer's Estimate: \$34,459,282.80

Description of Project:

3.85 miles of freeway and ramp reconstruction and 10 structure rehabilitations on M-14 from the Wayne/Washtenaw County line easterly to Sheldon Road, Wayne County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 9, 2006	
Original Contract Amount:	\$26,918,210.62	
Total of Overruns/Changes (Approved to Date):	(1,154,962.80)	- 4.29%
Total of Extras/Adjustments (Approved to Date):	2,157,924.67	+ 8.02%
Total of Negative Adjustments (Approved to Date):	(9,790.50)	- 0.04%
THIS REQUEST	<u>8,466.29</u>	<u>+ 0.03%</u>
Revised Total	<u>\$27,919,848.28</u>	+ 3.72%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.69% over the original budget for an **Authorized to Date Amount** of \$27,911,381.99.

Approval of this extra will place the authorized status of the contract 3.72% or \$1,001,637.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-151	17 r. 3, 35 r. 1	\$1,829,960.88	10/02/07
2007-172	40 r. 1, 41	\$232,771.23	11/06/07

Contract Modification Number(s): 42 r. 1

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

CM 42

Pavt Mrkg, Type NR, Paint, 4" White, Temp		
HMA Extra	7,531.000 Ft @ \$0.41/Ft	\$3,087.71
Cold Milling Conc Pavt	386.670 Syd @ \$13.91/Syd	<u>5,378.58</u>
Total		<u>\$8,466.29</u>

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

CM 42

Contract modification 17 set up items to pave over a deteriorated section of the roadway. On this contract modification an estimated amount of white temporary pavement marking material was set up, along with a quantity of cold milling concrete pavement. Both of these items needed to be increased to properly complete the work. They now represent the amount needed to date. The extra cost for the Pavt Mrkg, Type NR, Paint, 4" White, Temp, HMA Extra and Cold Milling Conc Pavt were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. These costs were deemed reasonable when compared to similar items and quantities 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 Administrative Board on February 5, 2008.

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

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

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

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

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

Risk Assessment: These items 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.

120. **Extra 2008 - 017**

Control Section/Job Number: 82194-88489 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: Midwest Bridge Company
P O Box 40
Williamston, MI 48895

Designed By: MDOT
Engineer's Estimate: \$57,879.07

Description of Project:

Emergency repairs and partial cleaning and coating on I-75 over Rouge River in the City of Detroit, Wayne County.

Administrative Board Approval Date:	June 5, 2007	
Contract Date:	June 5, 2007	
Original Contract Amount:	\$78,560.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>146,751.00</u>	<u>+ 186.80%</u>
Revised Total	<u>\$225,311.00</u>	+ 186.80%

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 \$78,560.00.

Approval of this extra will place the authorized status of the contract \$146,751 or 186.80% over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 1

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

CM 1

Hand Chipping, Other Than Deck	210.000 Cft @ \$50.00/Cft	\$10,500.00
Minor Traf Devices (2)	1.000 LS @ \$1.00/LS	1.00
Mobilization, Max. (2)	1.000 LS @ \$5,600.00/LS	5,600.00
Patch, Forming	400.000 Sft @ \$100.00/Sft	40,000.00
Patching Conc, C-L	7.000 Cyd @ \$1,000.00/Cyd	7,000.00
Reinforcement, Mechanical Splice	23.000 Ea @ \$50.00/Ea	1,150.00
Structures, Rem Portions (2)	1.000 LS @ \$40,000.00 LS	40,000.00
Substructure Conc	9.000 Cyd @ 1,500.00/Cyd	13,500.00
Support, Column, Temp	4.000 Ea @ \$7,250.00/Ea	29,000.00
Total		<u>\$146,751.00</u>

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

The project was set up for emergency bridge repair work on the I-75 bridge over the Rouge River. Originally, this contract was set up to perform substructure repair work at piers seven and eleven. After the project was let, Lansing Bridge Design contacted the Allen Park Field Office regarding additional emergency repair work on Pier 9. Items of work, quantities, and plan sheets were generated for this work and presented to the contractor for a quote. The unit prices for original items of work remained the same for items that were similar in work.

Temporary supports, mobilization, and substructure concrete had unit prices adjusted to them as the scope of the work had changed. In addition to the substructure repair work that was set up on the original contract, the scope of work now includes partial pier cap removal and replacement, which included extra items of work. The extra cost for the above items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices and the work required.

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

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

Risk Assessment: These items 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: 48209

121. **Extra 2008 - 018**

Control Section/Job Number: 53034-89385 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.
3626 Elkhart Road
PO Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$544,957.46

Description of Project:

4.58 miles of over-band crack fill and hot mix asphalt ultra thin overlay on US-31 from south of the south Mason County line to north of Meisenheimer Road, Mason and Oceana Counties. This project includes a 2-year pavement performance warranty.

Administrative Board Approval Date:	June 5, 2007	
Contract Date:	June 21, 2007	
Original Contract Amount:	\$589,712.01	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	31,726.54	+ 5.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>22,066.57</u>	<u>+ 3.74%</u>
Revised Total	<u>\$643,505.12</u>	+ 9.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.38% over the original budget for an **Authorized to Date Amount** of \$621,438.55.

Approval of this extra will place the authorized status of the contract 9.12% or \$53,793.11 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

Pavt Mrkg, Waterborne, 4", SRSM, White	43,283.000 Ft @ \$0.14/Ft	\$6,059.62
Pavt Mrkg, Waterborne, 4", SRSM, Yellow	47,526.000 Ft @ \$0.14/Ft	6,653.64
Pavt Mrkg, Waterborne, 2 nd App., 4" SRSM, White	43,283.000 FT @ \$0.09/Ft	3,895.47
Pavt Mrkg, Waterborne, 2 nd App., 4" SRSM, Yellow	47,526.000 Ft @ \$0.09/Ft	4,277.34
Traffic Control Special	1.000 Wday @ \$924.00/Wday	924.00
Pavt Mrkg, Polyurea, 24" Stop Bar	27.000 Ft @ \$9.50/Ft	<u>256.50</u>
Total		<u>\$22,066.57</u>

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

The project was set up to place the hot mix asphalt ultra thin overlay one foot over the joint line and onto the shoulders. Due to concerns with maintenance, the engineer directed the contractor to extend the overlay to include the entire shoulder width. When the overlay was extended this covered the pavement markings on the shoulder for the rumble strips. The extra cost for Pavt Mrkg, Waterborne, 4 inch, SRSM, White; Pavt Mrkg, Waterborne, 4 inch, SRSM, Yellow; Pavt Mrkg, Waterborne, 2nd App., 4 inch, SRSM, White and Pavt Mrkg, Waterborne, 2nd App., 4 inch, SRSM, Yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices.

Due to the additional time to pave over the shoulders, the engineer granted the contractor a one day extension of time. The traffic control item on this project was set up as a lump sum item. This item is being added to compensate the contractor for the actual costs of traffic control set up, use, removal, and control items for the one additional day beyond the original contract schedule required to complete the project. The extra cost for Traffic Control Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when reviewing the labor, materials, and equipment necessary to complete the work.

The existing stop bar on the US-31 off ramp at Oceana Drive was deteriorated and needed to be replaced. The engineer directed the contractor to replace the stop bar due to safety concerns. The extra cost for Stop Bar was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices.

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

These Extras are recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

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

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

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

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

Selection: Low bid.

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

Zip Code: 49431.

122. **Extra 2008 - 019**

Control Section/Job Number: 21422-80644-2 Local Agency Project

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

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

Contractor: Barley Trucking & Excavating, Inc.
P.O. Box 547
Menominee, MI 49858

Designed By: Wilcox Professional Services, LLC
Engineer's Estimate: \$342,951.31

Description of Project:

1.37 miles of pavement removal, earthwork, hot mix asphalt paving, guardrail, and sewer work on 9th Avenue from 3rd Avenue to the northern city limits of Gladstone, Delta County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 1, 2007	
Original Contract Amount:	\$301,363.24	
Total of Overruns/Changes (Approved to Date):	(50,043.51)	- 16.61%
Total of Extras/Adjustments (Approved to Date):	52,994.75	+ 17.59%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>4,450.00</u>	<u>+ 1.48%</u>
Revised Total	<u>\$308,764.48</u>	+ 2.46

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.98% over the original budget for an **Authorized to Date Amount** of \$304,314.48.

Approval of this extra will place the authorized status of the contract 2.46% or \$7,401.24 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-153	3	\$29,044.75	11/06/07

Contract Modification Number(s): 4

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

CM 4		
Sewer, C1 II, 12 inch, Tr Det B-Special	13.000 Ft @ \$100.00/Ft	\$1,300.00
Guardrail, Backed, Det G2	2.000 Ea @ \$1,575.00/Ea	3,150.00
Total		<u>\$4,450.00</u>

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

The City of Gladstone decided not to install the entire 12 inch sewer as shown on the plans. The plans called for 606 feet of 12 inch sewer to be installed; the city requested that only 146 feet be installed. Section 103.02.B of the 2003 Standard Specifications for Construction states if alterations or changes in quantities significantly change the character of the work under the contract, an adjustment will be made to the contract. In this same Section, number 2 indicates a significant change can be an increase in excess of 125 percent or decrease below 75 percent on a major item of work. Sewer C1 II, 12 inch, Tr Det B was determined to be a major item of work on this contract and the final quantity is about 26 percent of the initial quantity set up on the project.

The contractor requested an adjustment to the unit price and the engineer agreed with the revised rate. This was completed on contract modification 1 and now represents the amount needed to date. The extra cost for Sewer, C1 II, 12 inch, Tr Det B-Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for their increased costs. These costs were completely offset by a reduction in original items on contract modification 1 in the amount of \$18,095.16.

An existing box culvert was believed to be deep enough to install standard guardrail over when the project was designed. Once the final grade was determined, the engineer determined that the depth of the posts may not be adequate due to the box culvert. The engineer directed the contractor to use a backed section of guardrail in the area to strengthen the guardrail section. The extra cost for Guardrail, Backed, Det G2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices and the work required.

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 81.85%; City of Gladstone, 18.15%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 49837.

123. **Extra 2008 - 020**

Control Section/Job Number: 28555-83399 Local Agency Project

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

State Transportation Commission - This project exceeds the 10% limit and has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Rieth-Riley Construction Co., Inc.
3626 Elkhart Road
PO Box 477
Goshen, IN 46527

Designed By: Local Agency
Engineer's Estimate: \$1,501,534.70

Description of Project:

6.03 miles of hot mix asphalt resurfacing, base crushing and shaping, culverts, and guardrail replacement on River Road from Keystone Road southeasterly to Garfield Road, Grand Traverse County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	September 7, 2007	
Original Contract Amount:	\$1,249,723.34	
Total of Overruns/Changes (Approved to Date):	(28,000.00)	- 2.24%
Total of Extras/Adjustments (Approved to Date):	29,204.43	+ 2.34%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>775,534.00</u>	<u>+ 62.06%</u>
Revised Total	<u>\$2,026,461.77</u>	+ 62.15%

Offset Information

Total Offsets This Request	(\$802,150.00)	- 64.19%
Net Revised Request	(\$26,616.00)	- 2.13%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.10% over the original budget for an **Authorized to Date Amount** of \$1,250,927.77.

Approval of this extra will place the authorized status of the contract 62.15% or \$776,738.43 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2, 3

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

CM 2		
HMA Approach 13A	350.000 Ton @ \$82.97/Ton	\$29,039.50
HMA, 13A	18,850.000 Ton @ \$39.57/Ton	745,894.50
Total		<u>\$774,934.00</u>

CM 2 Offset Information

HMA, CALC	-9,650.000 Ton @ \$40.00/Ton	(\$386,000.00)
HMA, CATC	-9,200.000 Ton @ \$42.00/Ton	(386,400.00)
HMA Approach	-350.000 Ton @ \$85.00/Ton	(29,750.00)
Total		<u>(\$802,150.00)</u>

Net Revised CM 2 Request **(\$27,216.00)**

CM 3

Pavt Mrkg, Ovly Cold Plastic, 24", Stop Bar	60.000 Ft @ \$10.00/Ft	\$600.00
Total		<u>\$600.00</u>

Total Offsets This Request **(\$802,150.00)**

Net Revised Request **(\$26,616.00)**

Grand Total **\$775,534.00**

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

CM 2

The contractor requested to change the Hot Mix Asphalt (HMA) from the project specified material to a 13A mix. The proposed 13A mix is a more widely used mix that meets MDOT criteria. The engineer discussed the change with the North Region traveling mix inspector and they agreed that it would be beneficial to the project to make the switch. The engineer directed the contractor to change the HMA to the 13A mix. The extra costs for HMA Approach 13A and HMA, 13A were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The extra costs are completely offset by an \$802,150 reduction in the original items listed above.

CM 3

The plans did not include the stop bars for the railroad crossing. The engineer directed the contractor to place the stop bars at the railroad tracks. The extra cost for Pavt Mrkg, Ovly Cold Plastic, 24", Stop Bar 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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 80%; 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: 49686.

124. **Extra 2008 - 022**

Control Section/Job Number:	82024-82589	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.	
Contractor:	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):	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>695,986.00</u>	<u>+ 8.54%</u>
Revised Total	<u>\$8,846,314.51</u>	+ 8.54%

Offset Information

Total Offsets This Request	(\$365,750.00)	- 4.49%
Net Revised Request	\$330,236.00	+ 4.05%

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 \$8,150,328.51.

Approval of this extra will place the authorized status of the contract 8.54% or \$695,986.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1, 2

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

CM 1

Bio-Hazardous Waste		\$4,536.00
Shotcrete	4,300.000 Cft @ \$88.00/Cft	\$378,400.00
Total		<u>\$382,936.00</u>

CM 1 Offset Information

Hand Chipping, Other Than Deck	-4,300.000 Cft @ \$35.00/Cft	(\$150,500.00)
Patch, Forming	-13,000.000 Sft @ \$4.25/Sft	(55,250.00)
Patching Conc, C-L	-160.000 Cyd @ \$1,000.00/Cyd	(160,000.00)
Total		<u>(\$365,750.00)</u>

Net Revised CM 1 Request

\$17,186.00

CM 2

Substructure Conc, Modified	123.000 Cyd @ \$1,600.00/Cyd	\$196,800.00
Pier Caps – Removals	3.000 Ea @ \$38,750.00/Ea	116,250.00
Total		<u>\$313,050.00</u>

Grand Total

\$695,986.00

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

CM 1

Due to bio-hazard waste discovered under the bridge, the engineer directed the contractor to remove the waste prior to working in the area. The extra cost for Bio-Hazardous Waste was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the invoice submitted by the specialty subcontractor, including a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

The standard fix for concrete that is deteriorated on the vertical surfaces of bridges is to chip out the concrete, form up the area and then replace the concrete with a concrete patching material. Then the forms can be removed at a later date once the concrete has cured. The contractor proposed using a new type of concrete called shotcrete. This can be applied without using forms. The cost was very similar to using all three items, but reduced the amount of time that lane closures would be required. The engineer directed the contractor to use the shotcrete in lieu of the original three items. The extra cost for shotcrete was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the original items and the time, equipment, and materials needed to complete the work. The extra costs are partially offset by a \$365,750 decrease in the original items noted above.

CM 2

The plans indicated that the pier caps on the bridge at Mount Elliot Road would need to be chipped and patched. Once the contractor started chipping, it was determined that the state of the concrete was much more deteriorated than previously believed. The engineer discussed the pier caps with the region office and determined that all three should be removed and replaced. The extra cost for Pier Caps – Removals and Substructure Conc, Modified 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 January 31, 2008, meeting, and are now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

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

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

Risk Assessment: 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: 48216.

125. **Extra 2008 - 023**

Control Section/Job Number: 03479-84491 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: Milbocker and Sons, Inc.
1256 29th Street
Allegan, MI 49010

Designed By: Prein & Newhof
Engineer's Estimate: \$797,863.20

Description of Project:

0.40 miles of street and parking lot improvements including earthwork, hot mix asphalt pavement, concrete curb and gutter, sidewalk, sanitary sewer, water main and pavement markings on Water Street from southeast of State Street northwesterly to Monroe Street and State Street from southwest of Brady Street northeasterly to Water Street, in the City of Allegan, Allegan County.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	December 7, 2006	
Original Contract Amount:	\$724,785.45	
Total of Overruns/Changes (Approved to Date):	142,920.17	+ 19.72%
Total of Extras/Adjustments (Approved to Date):	98,106.54	+ 13.54%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>123,772.21</u>	<u>+ 17.08%</u>
Revised Total	<u>\$1,089,584.37</u>	+ 50.34%

Offset Information

Total Offsets This Request	(\$85,764.72)	- 11.83%
Net Revised Request	\$38,007.49	+ 5.24%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 33.26% over the original budget for an **Authorized to Date Amount** of \$965,812.16.

Approval of this extra will place the authorized status of the contract 50.34% or \$364,798.92 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-131	2	\$84,760.60	09/04/07
2007-157	3	\$13,635.94	11/06/07

Contract Modification Number(s): 4 r. 1, 6

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

CM 4

Curb and Gutter, Conc, Det F4	4,953.000 Ft @ \$10.50/Ft	\$52,006.50
Driveway Opening, Conc, Det M	707.000 Ft @ \$11.00/Ft	7,777.00
Driveway, Nonreinf, Conc, 6 inch	567.800 Syd @ \$22.00/Syd	12,491.60
Sidewalk Ramp, ADA	669.500 Sft @ \$3.50/Sft	2,343.25
Sidewalk, Conc 4 inch	16,469.480 Sft @ \$2.10/Sft	34,585.91
Sidewalk, Conc, 6 inch	3,931.200 Sft @ \$2.50/Sft	9,828.00
Total		<u>\$119,032.26</u>

CM 4 Offset Information

Curb and Gutter, Conc, Det F4	-4,904.000 Ft @ \$7.43/Ft	(\$36,436.72)
Driveway Opening, Conc, Det M	-746.000 Ft @ \$8.00/Ft	(5,968.00)
Driveway, Nonreinf Conc, 6 inch	-509.000 Syd @ \$20.70/Syd	(10,536.30)
Sidewalk Ramp, ADA	-1,246.000 Sft @ \$4.50/Sft	(5,607.00)
Sidewalk, Conc, 4 inch	-12,866.000 Sft @ \$1.75/Sft	(22,515.50)
Sidewalk, Conc, 6 inch	-2,044.00 Sft @ \$2.30/Sft	(4,701.20)
Total		(\$85,764.72)

Net Revised CM 4 Request

\$33,267.54

CM 6

HMA Removal, Special	1,382.300 Syd @ \$1.50/Syd	\$2,073.45
Water Service, 1 inch	55.000 Ft @ \$18.00/Ft	990.00
Water Main, 10"	7.000 Ft @ \$50.00/Ft	350.00
Water Service, 1 inch Tap Incl Corp Stop	1.000 Ea @ \$500.00/Ea	500.00
Masonry and Conc Structure, Rem	11.020 Cyd @ \$75.00/Cyd	826.50
Total		<u>\$4,739.95</u>

Total Offsets This Request

(\$85,764.72)

Net Revised Request

\$38,007.49

Grand Total

\$123,772.21

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

CM 4

Prior to the start of the project, one subcontractor, selected by the prime contractor, lost their prequalification to work on MDOT projects. As this happened after the subcontractor had a contract with the prime contractor, the prime contractor was entitled to an adjustment in the subcontractor's items. The prime contractor submitted documentation indicating that they could not find another contractor to complete the work at the bid prices and, therefore, were entitled to the adjustment. This information has been reviewed by the engineer and they determined the prime contractor did put forth a good effort to locate a replacement subcontractor. The extra costs for Curb and Gutter, Conc, Det F4; Driveway Opening, Conc, Det M; Driveway, Nonreinf Conc, 6 inch; Sidewalk Ramp, ADA; Sidewalk, Conc, 4 inch and Sidewalk, Conc, 6 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index.

CM 6

Existing conditions of the pavement being removed did not correlate with the soil borings taken prior to construction. As per Section 204.04.B.1 of the 2003 Standard Specification for Construction, the removal of Hot Mix Asphalt (HMA) surface over five inches thick overlaying a material which is to be removed will be measured and paid for as Pavt, Rem. The engineer and contractor agreed to remove and pay for this item as HMA Removal, Special at a cost less than the Pavt, Rem item set up on the contract. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra costs for HMA Removal, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and similar items in MDOT's Average Unit Price Index.

After the project was let, the city requested additional water main work performed on the Water Street section of the project. The engineer directed the contractor to complete the work. These items were set up on previous contract modifications and now represent the amount needed to date. The extra costs for Water Service, 1 inch; Water Main 10" and Water Service, 1 inch Tap Incl Corp Stop were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and similar items in MDOT's Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

While completing the work in the parking lots, old foundations which conflicted with the proposed work were discovered. The city requested that the foundations be removed. The engineer directed the contractor to remove the foundations to complete the work. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra costs for Masonry and Conc Structure, 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. This extra work is 100 percent funded by the City of Allegan.

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 52.76%; State Restricted Trunkline, 13.19%; City of Allegan, 34.05%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 49010.

126. **Extra 2008 - 024**

Control Section/Job Number: 39024-86055 MDOT Project

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

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: **WITHDRAWN** Kammenga & Roodvoets, Inc.
3435 Broadmoor Avenue SE
Grand Rapids, MI 49512

Designed By: Parsons Brinckerhoff, Inc.

Engineer's Estimate:  ~~\$72,523,311.80~~

Description of Project: 

2.61 miles of freeway reconstruction and widening, ramp reconstruction, removal of portions of existing structures, replacing abutments, piers, and superstructures, 3 new bridges, placing slope protection, drainage, soundwalls, maintaining traffic, pavement markings and signing on I-94 from west of US-131 to east of Oakland Drive in the cities of Kalamazoo and Portage, Kalamazoo County. This project includes two 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	August 31, 2006	
Original Contract Amount:	\$67,890,986.19	
Total of Overruns/Changes (Approved to Date):	1,318,835.75	+ 1.94%
Total of Extras/Adjustments (Approved to Date):	532,389.87	+ 0.78%
Total of Negative Adjustments (Approved to Date):	(243,356.41)	-0.36%
THIS REQUEST	<u>2,941,764.00</u>	<u>+ 4.33%</u>
Revised Total	<u>\$72,440,619.40</u>	+ 6.69%

Offset Information

Total Offsets This Request	(\$2,081,720.00)	- 3.07%
Net Revised Request	860,044.00	+ 1.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.36% over the original budget for an **Authorized to Date Amount** of \$69,498,855.40.

Approval of this extra will place the authorized status of the contract 6.69% or \$4,549,633.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-102	12	\$121,313.17	08/07/07

Contract Modification Number(s): 22

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

CM 22

Backfill, Select, VECP, MSE Wall	50,000.000 Cyd @ \$6.85/Cyd	\$342,500.00
Wire Faced MSE Wall, VECP, MSE Wall	52,000.000 Sft @ \$22.20/Sft	1,154,400.00
Styrofoam & Peastone, VECP, MSE Wall	35,000.000 Sft @ \$2.50/Sft	87,500.00
PVC Liner, VECP, MSE Wall	34,000.000 Sft @ \$1.00/Sft	34,000.00
Underdrain, Fdn, 6 inch, VECP, MSE Wall	4,000.000 Ft @ \$5.25/Ft	21,000.00
Underdrain, Outlet Ending, 6 inch, VECP, MSE Wall	18,000 Ea @ \$150.00/Ea	2,700.00
Superstructure Conc, VECP, MSE Wall	2,900.000 Cyd @ \$448.16/Cyd	<u>1,299,664.00</u>
Total		<u>\$2,941,764.00</u>

CM 22 Offset Information

Backfill, Structure, CIP	-27,000.000 Cyd @ \$6.00/Cyd	(\$162,000.00)
Pile, Steel, Furn and Driven, 12 inch	-24,840.000 Ft @ \$33.00/Ft	(819,720.00)
Pile, Steel, Furn and Driven, 14 inch	-25,000.000 Ft @ \$44.00/Ft	<u>(1,100,000.00)</u>
Total		<u>(\$2,081,720.00)</u>

Net Revised CM 12 Request

\$860,044.00

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

A Value Engineering Change Proposal (VECP) was submitted by the contractor, per the requirements in the supplemental specification for VECP, as contained in the project proposal. It was submitted with a decrease in contract work, but the total dollar value of the change has not yet been determined. The reduction to date has been calculated at \$2,081,720.

Once the total savings has been calculated, the contractor will be paid one-half of the total amount. This contract modification will set up pay items needed as the result of the VECP which proposed a change in the foundations for ten of the eleven bridges on the project. The change will eliminate some of the foundation piles needed and replace the foundation wall with a Mechanically Stabilized Earth (MSE) wall.

Concurrence was received from the Geotechnical Services Section and FHWA on the change in the bridge foundations. The costs for the extra items included on the contract modification were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

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

This Extra was recommended for approval by the State Transportation Commission at its January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

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

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

Funding Source: FHWA, 89.82%; State Restricted Trunkline, 8.99%; City of Portage, 0.96%; Village of Mattawan, 0.20%; City of Kalamazoo, 0.03%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 49024, 49729.

127. **Extra 2008 - 025**

Control Section/Job Number: 82061-60447 MDOT Project

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

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

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

Designed By: Tetra Tech of Michigan, PC
Engineer's Estimate: \$7,323,849.33

Description of Project:

1.41 miles of hot mix asphalt reconstruction, drainage improvements, sidewalk, sanitary work, and water main work on US-12 (Michigan Avenue) from Heywood Street to Howe Road and intersection improvements from 4th Street to Howe Road in the City of Wayne, Wayne County. This project includes one 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 29, 2006	
Original Contract Amount:	\$6,845,786.46	
Total of Overruns/Changes (Approved to Date):	(628,740.05)	- 9.18%
Total of Extras/Adjustments (Approved to Date):	896,299.28	+ 13.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>2,547.85</u>	<u>+ 0.04%</u>
Revised Total	<u>\$7,115,893.54</u>	+ 3.95%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.91% over the original budget for an **Authorized to Date Amount** of \$7,113,345.69.

Approval of this extra will place the authorized status of the contract 3.95% or \$270,107.08 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-56	2 r. 1	\$697,036.30	04/03/07
2007-146	3 r. 1, 5 r. 1	\$96,207.09	10/02/07
2007-155	4, 7, 8, 9, 10, 11, 12 r.3, 13, 14 r.1, 15 r.2	\$97,210.89	11/06/07

Contract Modification Number(s): 16 r. 3, 18 r. 1

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

CM 16

Grade Corrections at 36046 WB US-12 And Journal Newspaper	1.000 LS @ \$1,370.41/LS	\$1,370.41
Total		<u>\$1,370.41</u>

CM 18

Grading and Brickwork at Journal Newspaper	1.000 LS @ \$1,177.44/LS	\$1,177.44
Total		<u>\$1,177.44</u>

Grand Total **\$2,547.85**

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

CM 16

The contractor completed the section of sidewalk in front of the business at 36046 West Michigan Avenue per plan. It was then discovered that the sidewalk drained directly into the doorway of this business off MDOT right-of-way. After getting a permit to grade on this property, the engineer directed the contractor to remove some of the existing sidewalk, along with some of the sidewalk leading to the entrance of the building. Then the engineer directed the contractor to re-grade this area to allow water to drain away from the building. At a second location near the Journal Newspaper, the driveway had to be re-graded due to the sidewalk elevation. The extra cost for Grade Corrections at 36046 WB US-12 and Journal Newspaper is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 18

When the re-grading was completed at the Journal Newspaper location on contract modification 16, additional work was also required on the brick pavers adjacent to the driveway and sidewalk area. The contractor removed the existing brick pavers, graded the area, and put the brick pavers back into place. The extra cost for Grading and Brickwork at Journal Newspaper is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its January 31, 2008 meeting, and are now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 69.99%; State Restricted Trunkline, 14.75%; City of Wayne, 15.26%, 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: 48184.

128. **Extra 2008 - 026**

Control Section/Job Number: 82195-79177 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: E. C. Korneffel Co.
2691 Veterans Parkway
Trenton, MI 48183

Designed By: Alfred Benesch & Company
Engineer's Estimate: \$3,383,488.93

Description of Project:

0.29 miles of hot mix asphalt cold milling and resurfacing, reconstruct concrete approaches on M-1 (Woodward Avenue) from Adams Avenue to Sibley Street and structure rehabilitation on M-1 (Woodward Avenue) over I-75 in the City of Detroit, Wayne County.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$3,760,495.66	
Total of Overruns/Changes (Approved to Date):	467,447.18	+ 12.43%
Total of Extras/Adjustments (Approved to Date):	587,722.91	+ 15.63%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>43,350.03</u>	<u>+ 1.15%</u>
Revised Total	<u>\$4,859,015.78</u>	+ 29.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 28.06% over the original budget for an **Authorized to Date Amount** of \$4,815,665.75.

Approval of this extra will place the authorized status of the contract 29.21% or \$1,098,520.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-154	9 r. 1	\$490,818.28	11/06/07

Contract Modification Number(s): 16 r. 1

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

CM 16	
Abutment "A" Repairs	\$2,846.02
Center Pier Repairs	10,243.48
Conduit Conflicts	1,629.15
Maintenance of Traffic (Special)	10,007.67
North Approach Extra Work	6,489.26
South Approach Extra Work	4,441.61
Cancer Walk Closure	3,264.60
ADA Ramp (Special)	3,897.36
Fencing (Special)	530.88
Total	<u>\$43,350.03</u>

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

CM 16

The engineer directed the contractor to place a six inch saw cut at abutment A on the Woodward Avenue bridge over I-75 (S25) to create a ledge to stabilize a large substructure repair that had to be placed at the abutment. This work was not included in the project drawings, therefore, there are no offsetting original line items associated with this extra work. The extra cost for Abutment "A" Repairs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to modify the steel reinforcement called for in the project drawing at the center pier, backwall A and backwall B of S25. It was determined, after chipping the concrete on these areas, that the steel reinforcement would not have proper cover. The extra cost for Center Pier Repairs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to relocate DTE conduit that was welded to existing diaphragms, and beams E and F. These welds were not indicated on the plans and had to be removed before the proposed work could proceed. The extra cost for Conduit Conflicts is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to reconfigure maintenance of traffic, remove temporary concrete barrier wall and adjust temporary concrete barrier wall at M-10 to accommodate Detroit Tiger opening day traffic, and to make the project safe for the heavy pedestrian traffic in the area. In addition, the engineer directed the contractor to remove and replace 370 feet of chain link fence and 370 of snow fence from the top of the stage one temporary concrete barrier wall to the top of the stage two temporary concrete barrier wall. The extra cost for Maintenance of Traffic (Special) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to remove track encasement and brick pavers at the north approach of S25. In addition, the engineer directed the contractor to place road plates to accommodate the flow of traffic on the southbound service drive across Woodward Avenue, and to allow traffic to flow efficiently in the downtown area around the project sight. The extra cost for North Approach Extra Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to remove brick pavers at the south approach at S25. In addition, the engineer directed the contractor to place class II fill at the northbound service drive, to construct a ramp for service drive traffic to cross Woodward Avenue in stage II, due to the proposed grade being eight inches higher than the existing Woodward Avenue pavement grade. The extra cost for South Approach Extra Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to modify the proposed maintenance of traffic and perform additional pavement cleaning for a charity cancer walk route that passed through the project. This work was not included in the project drawings and was for the safety of the general public. The extra cost for Cancer Walk Closure is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to remove a portion of the proposed S25 structure to place a sidewalk ramp in accordance with current ADA standards. The extra cost for ADA Ramp (Special) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to place fencing at the wing walls of S25 for the safety of the traveling public. The extra cost for Fencing (Special) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 17.54%; City of Detroit, 2.46%, 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: 48211.

129. **Extra 2008 - 027**

Control Section/Job Number: 50015-46273 MDOT Project

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

State Transportation Commission - This project exceeds the 10% limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Ric-Man Construction, Inc.
6850 Nineteen Mile Road
Sterling Heights, MI 48314

Designed By: URS Corporation Great Lakes
Engineer's Estimate: \$31,354,090.11

Description of Project:

8.5 miles of new bituminous freeway including seven (7) structures and landscaping on M-53 from south of 28 Mile Road to north of 33 Mile Road in the village of Romeo, Washington and Bruce Townships, Macomb County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	December 5, 2002	
Original Contract Amount:	\$29,250,866.77	
Total of Overruns/Changes (Approved to Date):	439,764.70	+ 1.50%
Total of Extras/Adjustments (Approved to Date):	861,068.79	+ 2.94%
Total of Negative Adjustments (Approved to Date):	(395,001.00)	-1.35%
THIS REQUEST	<u>3,355,466.17</u>	<u>+ 11.47%</u>
Revised Total	<u>\$33,512,165.43</u>	+ 14.57%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.10% over the original budget for an **Authorized to Date Amount** of \$30,156,699.26.

Approval of this extra will place the authorized status of the contract 14.57% or \$4,261,298.66 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-15	19 r 1	\$117,018.00	04/06/04
2006-17	78 r. 1	\$177,259.25	02/21/06

Contract Modification Number(s): 86 r. 1

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

CM 80	
Final Negotiated Settlement (Fed/State)	\$3,176,089.32
Final Negotiated Settlement (100% State)	179,376.85
Total	<u>\$3,355,466.17</u>

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

In accordance with the Region Claim Meeting decision of July 23, 2007, a negotiated settlement was obtained for the project for the multiple claim items. The multiple claim items, approximately ten, all stem from three major factors; the extension of time requests, granular embankment placement and differing site conditions due to a thicker topsoil layer.

The thicker topsoil layer required additional time to remove, pushing the project into weather that was non-conducive to work. This caused the low grade to become saturated, with nowhere for the water to drain, making it almost impossible to place embankment. Once the soils dried out the contractor had to accelerate operations to bring the project back on schedule and also perform additional work. The contractor and engineer did not agree as to when the granular embankment should be used. The engineer believed it should only be used in the low areas while the contractor believed it should be used as the base for the entire project. The contractor submitted about 30 extensions of time on the project some of them due to the above issues. The contractor believed that the extensions of time were justified and that the engineer did not correctly interpret how the days should be added to the contract. They contented that this caused them to accelerate work and perform additional work on the project.

As part of the settlement, FHWA determined that they would not participate in part of the claim totaling \$179,376.85. This is due from the contractors submitted schedule indicating paving to be complete one year through leveling even though the progress clause in the proposal only indicated that the base material needed to be completed. When they could not meet this schedule due to some of the above issues the contractor indicated that they incurred additional costs. The FHWA would not participate in this cost because the contractor met the progress clause in the proposal. Therefore, the settlement was divided into the two items above. The majority of the extra cost for the above items is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

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

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

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

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

Selection: Low bid.

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

Zip Code: 48065.

130. **Extra 2008 - 028**

Control Section/Job Number: 77111-88070 MDOT Project

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

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

Contractor: **WITHDRAWN**
Ajay Paving Industries, Inc.
830 Kirtz Blvd., Suite 100
Troy, MI 48064

Designed By: MDOT
Engineer's Estimate: @ ~~\$1,002,766.90~~
Description of Project: **SAB**

0.54 miles of hot mix asphalt and waterproofing membrane removal and hot mix asphalt resurfacing on I-94 westbound from west of 10th Street easterly to the International Boundary (USA/Canada), in the City of Port Huron, St. Clair County. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	May 9, 2007	
Original Contract Amount:	\$723,276.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>221,365.20</u>	<u>+ 30.61%</u>
Revised Total	<u>\$944,641.20</u>	+ 30.61%

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 \$723,276.00.

Approval of this extra will place the authorized status of the contract 30.61% or \$221,365.20 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 2

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

CM 2

Traffic Control for Repaving Bridge	1.000 LS @ \$87,500.00/LS	\$87,500.00
Infrared Heater Trucks Budget		15,000.00
Remobilization for Repaving Bridge	1.000 LS @ \$80,000.00/LS	80,000.00
3 rd Test Strip	89.340 Ton @ \$220.00/Ton	19,654.80
2 nd Test Strip	87.320 Ton @ \$220.00/Ton	<u>19,210.40</u>
Total		<u>\$221,365.20</u>

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

This project included a special provision for an impermeable Hot Mix Asphalt (HMA) material to be used on the bridge deck. The contractor placed the material and then it was determined that the material was permeable. The engineer determined that the special provision did not clearly indicate how to test the material for impermeability, or to what extent it should be impermeable. A new HMA mix was determined that could be tested and limits were set on the permeability of the mix. The previously placed material had to be removed and replaced. All of the items on contract modification 2 relate to removing and replacing the HMA. The extra cost for all of the items listed above was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices and the work required.

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 January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

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

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

Funding Source: Blue Water Bridge Authority, 100%, unless otherwise noted.

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

Risk Assessment: These items 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: 48060.

OVERRUNS

131. **Overrun 2008 - 01**

Control Section/Job Number: 84912-83564 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: Clark Highway Services, Inc.
5743 W. Kelly Road
Lake City, MI 49651

Designed By: MDOT
Engineer's Estimate: \$828,514.47

Description of Project:

Permanent pavement markings including longitudinal and special markings on various state trunkline routes in Antrim, Benzie, Charlevoix, Grand Traverse, Kalkaska, Leelanau, Lake, Manistee, Mason, Missaukee, Osceola and Wexford Counties.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	February 7, 2006	
Original Contract Amount:	\$900,218.01	
Total of Overruns/Changes (Approved to Date):	90,021.80	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	6,414.03	+ 0.71%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>57,400.00</u>	+ <u>6.38%</u>
Revised Total	<u>\$1,054,053.84</u>	+17.09%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.71% over the original budget for an **Authorized to Date Amount** of \$996,653.84.

Approval of this overrun will place the authorized status of the contract 17.09% or \$153,835.83 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:

Pavt Mrkg, Spray Thermopl, 6 inch, White	410,000.00 Ft @ \$0.14/Ft	<u>\$57,400.00</u>
Total		<u>\$57,400.00</u>

Reason(s) for Overrun(s):

This project was set up to provide permanent pavement markings on various routes in twelve counties. Due to an error in the log, the quantity set up for the 6 inch white line was estimated low. There was also a section of road in this project that required maintenance work after the pavement was originally painted. The engineer directed the contractor to return and repaint the lines. Both of these items caused the increase in quantity of Pavt Mrkg, Spray Thermopl, 6 inch White causing an overrun in the original bid items.

This Overrun was recommended for approval by the State Transportation Commission at its January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%, unless otherwise noted.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49684, Region-wide.

132. **Overrun 2008 - 02**

Control Section/Job Number: 11555-76478 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.
3626 Elkhart Road
PO Box 477
Goshen, IN 46527

Designed By: Local Agency
Engineer's Estimate: \$991,910.10

Description of Project:

0.75 miles of road resurfacing including shoulder widening and hot mix asphalt paving on Red Arrow Highway from CSX Railroad to the east county line, 2.60 miles of road resurfacing including shoulder widening and hot mixed asphalt paving on Red Arrow Highway from the city of Watervliet east to CSX Railroad and hot mix asphalt shoulder on Red Arrow Highway from Coloma east city limits east to County Line Road, Berrien County.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	January 17, 2007	
Original Contract Amount:	\$954,742.24	
Total of Overruns/Changes (Approved to Date):	95,474.22	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	35,928.27	+ 3.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>34,320.00</u>	+ <u>3.59%</u>
Revised Total	<u>\$1,120,464.73</u>	+17.35%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.76% over the original budget for an **Authorized to Date Amount** of \$1,086,144.73.

Approval of this overrun will place the authorized status of the contract 17.35% or \$165,722.49 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 Approach	572.000 Ton @ \$60.00/Ton	<u>\$34,320.00</u>
Total		<u>\$34,320.00</u>

Reason(s) for Overrun(s):

The engineer directed the contractor to place additional Hot Mix Asphalt (HMA) on the driveways to flatten the slope of the drive with the new road surface. This caused an overrun in the original bid item HMA Approach.

This Overrun is recommended for approval by the State Administrative Board on February 5, 2008.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; Berrien 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: 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: 49038.

133. **Overrun 2008 - 03**

Control Section/Job Number: 53034-89385 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.
3626 Elkhart Road
PO Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$544,957.46

Description of Project:

4.58 miles of over-band crack fill and hot mix asphalt ultra thin overlay on US-31 from south of the south Mason County line to north of Meisenheimer Road, Mason and Oceana Counties. This project includes a 2-year pavement performance warranty.

Administrative Board Approval Date:	June 5, 2007	
Contract Date:	June 21, 2007	
Original Contract Amount:	\$589,712.01	
Total of Overruns/Changes (Approved to Date):	58,971.20	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	53,793.11	+ 9.12%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>175,488.01</u>	+ <u>29.76%</u>
Revised Total	<u>\$877,964.33</u>	+ 48.88%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 19.12% over the original budget for an **Authorized to Date Amount** of \$702,476.32.

Approval of this overrun will place the authorized status of the contract 48.88% or \$288,252.32 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, Ultra-Thin, Medium Volume, Warranty	66,221.890 Syd @ \$2.65/Syd	<u>\$175,488.01</u>
Total		<u>\$175,488.01</u>

Reason(s) for Overrun(s):

The project was set up to place the Hot Mix Asphalt (HMA) ultra thin overlay one foot past the joint line and onto the shoulders. Due to concerns with maintenance, the engineer directed the contractor to extend the overlay to include the entire shoulder width. This caused an overrun in the original bid item HMA, Ultra-Thin, Medium Volume, Warranty.

This Overrun was recommended for approval by the State Transportation Commission at its January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: 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: 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: 49431.

134. **Overrun 2008 - 04**

Control Section/Job Number: 13411-85832 Local Agency Project

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

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Michigan Paving & Materials Co.
2575 S. Haggerty Road, Suite 100
Canton, MI 48188

Designed By: Local Agency
Engineer's Estimate: \$560,513.65

Description of Project:

3.10 miles of hot mix asphalt cold milling, resurfacing and construction of shoulders on Verona Road from Raymond Road easterly to 11 Mile Road, Calhoun County.

Administrative Board Approval Date:	October 3, 2006	
Contract Date:	October 9, 2006	
Original Contract Amount:	\$650,810.00	
Total of Overruns/Changes (Approved to Date):	65,081.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	7,062.30	+ 1.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>41,455.68</u>	+ <u>6.37%</u>
Revised Total	<u>\$764,408.98</u>	+ 17.46%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.09% over the original budget for an **Authorized to Date Amount** of \$722,953.30.

Approval of this overrun will place the authorized status of the contract 17.46% or \$113,598.98 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 13A	992.000 Ton @ \$41.79/Ton	<u>\$41,455.68</u>
Total		<u>\$41,455.68</u>

Reason(s) for Overrun(s):

The existing road cross-slope was flatter, in some areas, than what was depicted on the plans and the project had several dips which had to be corrected. The engineer directed the contractor to hold the proposed cross slope at two percent and meet the required depth at the shoulder. This caused an increase in quantity of HMA 13A, causing an overrun in the original bid item.

This Overrun was recommended for approval by the State Transportation Commission at its January 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on February 5, 2008.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: 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: 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: 49014

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
January 25, 2008

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 30, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: February 5, 2008 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. HIGHWAYS – IDS University Research Services

Retroactive Authorization (Z6) under Contract (2003-0062) between MDOT and Michigan Technological University will provide for the continuation of the administration of the Local Technical Assistance Program (LTAP) for fiscal year 2008 (retroactive 128 days). The program provides for transfers of transportation technology and training to local agencies, such as cities, villages, and boards of county road commissioners, and is mandated by the Federal Highway Administration. LTAP is an on-going technology transfer and communication activity of the Office of Research and Best Practices. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$363,634. The contract term is from May 3, 2004, through May 3, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 88.41% Federal Highway Administration Funds, 3.68% State Restricted Trunkline Funds, and 7.91% various local funds.

Authorization (Z6) is retroactive due to a combination of price negotiation issues and a misunderstanding of department contracting procedures by the MDOT Office of Research and Best Practices.

Criticality: LTAP will provide for the federally required timely transfer of research technology findings to all stakeholders of the research program. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the continuation of the administration of LTAP for fiscal year 2008. The program provides for transfers of transportation technology and training to local agencies, such as cities, villages, and boards of county road commissioners, and is mandated by the Federal Highway Administration. LTAP is an on-going technology transfer and communication activity of the Office of Research and Best Practices.

Benefit: All stakeholders will be able to benefit from the research program.

Funding Source: 88.41% Federal Highway Administration Funds, 3.68% State Restricted Trunkline Funds, and 7.91% local 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, stakeholders will not benefit from the research program.

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

2. HIGHWAYS – IDS University Research Services

Retroactive Authorization (Z15) under Contract (2006-0414) between MDOT and Michigan Technological University will provide for four quarterly newsletters for fiscal year 2008 (JN 101671) (retroactive 128 days). The newsletter outlines successful cases of implementation of research results to stakeholders of the research program, which include local government agencies in Michigan and Local Technical Assistance Program centers in other states. The newsletter is an on-going technology transfer and communication activity of the Office of Research and Best Practices. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$58,022.66. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Authorization (Z15) is retroactive due to a combination of price negotiation issues and a misunderstanding of department contracting procedures by the MDOT Office of Research and Best Practices.

Criticality: The newsletter will provide for the federally required timely transfer of research technology findings to all stakeholders of the research program. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for four quarterly newsletters that will outline successful cases of implementation of research results to stakeholders of the research program. Stakeholders include local government agencies in Michigan and Local Technical Assistance Program centers in other states. This newsletter is a technology transfer and communication activity of the Office of Research and Best Practices.

Benefit: All stakeholders will be able to benefit from the research program.

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

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

Risk Assessment: If this authorization is not approved, stakeholders will not benefit from the research program.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

Selection: Low bid.
New Project Identification: Rehabilitation.
Zip Code: 48217.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
1-29-08

Kirk T. Steudle
Director

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of January 30, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held January 30, 2008, be approved and adopted with the withdrawal of Items 126 and 130 of the regular Transportation agenda at the State Administrative Board meeting on February 5, 2008. The motion was supported by Ms. MacDowell and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

SECRETARY

CHAIRPERSON