

# APPROVED

May 19, 2009

Michigan State  
Administrative Board

Lansing, Michigan

May 5, 2009

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, May 5, 2009, at 11:00 a.m.

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

Others Present:

Linda Feldpausch, Elise Lancaster, Debbie Roberts, Janet Rouse, Department of  
Management and Budget; Amy Meldrum, Department of Transportation

1. CALL TO ORDER:

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

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

Ms. Wolenberg moved that the minutes of the regular meeting of April 21, 2009, be  
approved and adopted. The motion was supported by Mr. Herzig and unanimously  
approved.

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

NONE

4. COMMUNICATIONS:

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 March 31, 2009 and a report of investment transactions for the quarter ending March 31, 2009, in accordance with a resolution adopted by the State Administrative Board.

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

1. Retention and Disposal Schedules:

MUSKEGON COUNTY, WASTEWATER SYSTEM,

Administration, 05/05/2009

Farm Department, 05/05/2009

Fleet Department, 05/05/2009

Laboratory Department, 05/05/2009

Maintenance Department, 05/05/2009

Operations Department, 05/05/2009

FERRIS STATE UNIVERSITY, Business Office, 05/05/2009

DEPARTMENT OF COMMUNITY HEALTH, MSA-Third Party Liability,  
05/05/2009

DEPARTMENT OF MANAGEMENT AND BUDGET, Facilities Administration,  
Real Estate Division, 05/05/2009

DEPARTMENT OF NATURAL RESOURCES, Forest, Mineral and Fire  
Management, 05/05/2009

DEPARTMENT OF TREASURY, Office of Scholarships and Grants, 05/05/2009

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

2. Mr. Hank explained the item that MDOT had inadvertently left off the Transportation and Natural Resources Committee Agenda for the 4/29/2009 meeting. He said it was for a contract over \$500,000.00 to be funded with American Recovery & Reinvestment Act dollars. He said workers are scheduled to start working on the site tomorrow (5/6/2009) and if they can't start working tomorrow, they may have to go on unemployment. The contract

is for typical resurfacing work in the Upper Peninsula and two bidders responded. They would like to award the contract to the low bidder. Since the low bid was more than 10% over the engineer's cost estimate, the item has been approved by the State Transportation Commission twice. He said MDOT made an error by not getting this on the 4/29/2009 T&NR agenda and asked that the State Administrative Board approve the item.

Mr. Liedel asked that MDOT report to the State Administrative how this error occurred and how they will change their procedures in the future. He also asked that MDOT report this to the MEDC so they can track the stimulus funds. He asked the State Administrative Board secretary, Ms. Bond, to forward the report to all of the State Administrative Board members.

Mr. DeBano asked if there are any Open Meeting issues if this item is approved by the Board in this manner.

Mr. Isom said there are no Open Meeting issues if the item is approved in this manner.

Mr. Liedel moved that the following item be approved.

**STATE PROJECTS**

LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
PROPOSAL 0904068	\$ 457,033.27	\$ 525,827.28
PROJECT AR1 52042-105868		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - MAY 29, 2009		
COMPLETION DATE - 14 working days		15.05 %

1.84 mi of hot mix asphalt cold milling and resurfacing on US-41/M-28 from Northwoods Road to Washington Street in the city of Marquette, Marquette County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

This project is funded with American Recovery and Reinvestment Act funds.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	\$ 525,827.28	Same	1 **
Bacco Construction Company	\$ 538,142.28	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:**

105868A

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 injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49855.

The motion was supported by Ms. MacDowell and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:  
(Please see the following pages)

# APPROVED

May 5, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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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 April 28, 2009. Those present being:

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

Member: Danielle Brown, representing Approved \_\_\_\_\_  
Governor Granholm

Member: Gary Owen, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Others: Socorro Guerrero, Department of Attorney General; Sherry Bond,  
Linda Feldpausch, Elise Lancaster, Janet Rouse, TeAnn Smith,  
Department of Management and Budget

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The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

April 28, 2009 / May 5, 2009  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

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

### AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE - General Office Building - Renovation of the 1<sup>st</sup> and 2<sup>nd</sup> Floors  
File No. 071/05264.JRC - Index No. 53159 & TBA  
Low Responsive Bidder: Moore Trospen Construction Company, Holt;  
\$487,700.00

#### **Purpose/Business Case**

The purpose of this contract is to add office walls, modify HVAC and lighting layouts, fire suppression system reconfigurations, and new ceiling systems. This will complete the renovation and upgrade of this facility.

#### **Benefit**

The State will benefit by bringing the building into current building and fire code compliance along with adding more efficient mechanical and electrical controls, improving the building efficiency.

#### **Funding Source**

50% State Building Authority Funds; 50% Retirement Restricted Funds

#### **Commitment**

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids.

#### **Risk Assessment**

Failure to approve this contract will leave the General Office Building partially updated and out of building and fire code compliance.

#### **Zip Code**

48918

2. DEPARTMENT OF TRANSPORTATION, GLADSTONE – Gladstone Sign/Signal Facility – New Hot Mix Asphalt (HMA) Testing Lab  
File No. 591/07249.RAA – Index No. 33008  
Low Responsive Bidder: Roy Ness Contracting & Sales, Inc., Escanaba;  
\$627,900.00

**Purpose/Business Case**

The purpose of this contract is to provide construction of a new HMA material testing laboratory, including utility tie-ins, footings and foundations, building structure and finishes, mechanical, electrical and plumbing systems, and site work and landscaping.

**Benefit**

The State will benefit by meeting Federal Highway Association (FHWA) certification requirements.

**Funding Source**

100% State Trunkline Funds

**Commitment**

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids.

**Risk Assessment**

Failure to approve this contract will result in FHWA certification requirements not being met.

**Zip Code**

49837

3. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAYLING – Camp Grayling Training Site – Communications Upgrade phase IV  
File No. 511/09208.AGY - Index No. 11706  
Low Responsive Bidder: Amcomm Telecommunications, Inc., White Lake;  
\$490,000.00

**Purpose/Business Case**

The purpose of this contract is to install a Master Antenna Television System throughout the camp to bring the new and existing barracks up to today's army standards by providing cable TV. This will also allow daily informational messages to be sent out to the posts.

**Benefit**

The State will benefit by having full communication and data hubs throughout the State and will be in compliance with National Guard Bureau regulations.

**Funding Source**

100% Federal Funds

**Commitment**

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids.

**Risk Assessment**

Failure to approve this contract will result in limited communications and data hubs and noncompliance with National Guard Bureau regulations.

**Zip Code**

49738

**REVISIONS TO CONSTRUCTION CONTRACTS**

- 4. DEPARTMENT OF ENVIRONMENTAL QUALITY, CARSON CITY – Crystal Refinery Site – Design and Construction of Groundwater Remediation System  
File No. 761/01113.AGY - Index No. 44901  
Superior Environmental Corporation, Marne; CCO No. 12, Incr. \$426,220.00

**Purpose/Business Case**

The purpose of this change order is to extend the contract completion date to December 16, 2012, a total of 1,095 calendar days. The extension is needed to continue to provide operation and maintenance services for the remediation system. Continued operation of the system is critical to prevent the contamination from spreading.

**Benefit**

The State will benefit by complying with the environmental regulations and protect the environment.

**Funding Source**

100% Clean Michigan Initiative (CMI)

**Commitment**

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

**Risk Assessment**

Failure to approve this change order may result in shutting down the groundwater treatment system and therefore risk spreading the contamination and violating environmental regulations.

**Zip Code**

48811

**RESOLUTION OF THE STATE ADMINISTRATIVE BOARD**

- 5. Resolution of the State Administrative Board Approving a Construction and Completion Assurance Agreement, a Conveyance of Property and a Lease for the Muskegon Community College Student Services One-Stop Center

**Legislative Background**

Project	Public Act	Total Cost	SBA Share	College / University Share	GF/GP Share	Concurrent Resolution	Date Approved
Muskegon CC Student Services One-Stop Center	PA278 of 2008	\$5,000,000	\$2,499,900	\$2,500,000	\$100	HCR 98 of 2008 SCR 5 of 2009	11/13/08 3/26/09

**Purpose/Business Case**

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreement between the State Building Authority, State of Michigan, and Muskegon Community College, the conveyance of the facility to the Authority, and the form of the lease. The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

**Benefit**

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

**Funding Source/ Commitment Level & Zip Code**

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

**Muskegon Community College Student Services One-Stop Center**

Annual Rental Range \$171,000- \$224,000

**Risk Assessment**

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

**Zip Code**

49442

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Ms. MacDowell presented the Building Committee Report for the regular meeting of April 28, 2009. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held April 28, 2009, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

# APPROVED

May 5, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at **11:00 a.m.** on **April 28, 2009**. Those present being:

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

Member: Danielle Brown, representing Approved \_\_\_\_\_  
Governor Granholm

Member: Socorro Guerrero, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Sherry Bond, Elise Lancaster, Janet Rouse, Department of Management  
and Budget

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

Following discussion, Ms. Guerrero moved that the regular, supplemental, and ARRA agendas be recommended to the State Administrative Board for approval with Item 1a(2) of the ARRA agenda contingent upon more information being added in the Risk Assessment section of the bid tab. The motion was supported by Ms. Brown and unanimously adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on May 5, 2009, Item 17(5) and 24(1) of the regular agenda were withdrawn by the Department of Management and Budget.***

**A G E N D A**

5/1/2009 10:30 version

**FINANCE AND CLAIMS COMMITTEE**

April 28, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

May 5, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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

**SECTION I - AGENCY SUBMITTED - NEW CONTRACTS**

1. DEPARTMENT OF CORRECTIONS

1) Various Qualified Mental Health Professionals (Listing on File)	NOT TO EXCEED \$ 3,500,000.00 Total <b>FY09-12</b> 100% General Fund Funding to provide qualified mental health professional case management
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2. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Tax Tribunal Hearing Officer Contracts (Listing on file)	NOT TO EXCEED \$ 199,200.00 Total <b>FY09</b> 100% Restricted Funds Tax Tribunal Fees, Corporate Fees, and Securities Fees To assist the Michigan Tax Tribunal in hearing small claims cases and appeals
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3. DEPARTMENT OF HUMAN SERVICES

1) The Capstone Center Benton Harbor, MI	\$ 52,440.00 Total <b>FY09-10</b> 100% Federal Funds One-year, five-month contract for parent aide recruitment/ training
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3. DEPARTMENT OF HUMAN SERVICES continued

2) Sandra M. Price NOT TO EXCEED  
Monroe, MI \$ 25,119.00 Total  
**FY10-12** 100% Federal Funds  
Three-year contract for strong  
families/safe children  
coordination services

4. DEPARTMENT OF NATURAL RESOURCES

1) Central Wood Supply \$ 307,905.75 Total  
Clare, MI **FY09-12** 100% Restricted  
Park Improvement Fund and  
Park Endowment Fund  
Multiple award contracts for  
the sale of fire wood to  
visitors in Michigan's State  
Parks

Northcott Excavating \$ 23,415.00 Total  
Onaway, MI **FY09-12** 100% Restricted  
Park Improvement Fund and  
Park Endowment Fund  
Multiple award contracts for  
the sale of fire wood to  
visitors in Michigan's State  
Parks

Michigan Fuelwood Products \$ 35,250.00 Total  
Newberry, MI **FY09-12** 100% Restricted  
Park Improvement Fund and  
Park Endowment Fund  
Multiple award contracts for  
the sale of fire wood to  
visitors in Michigan's State  
Parks

Christopher Alan Majkrzak \$ 20,625.00 Total  
Stephenson, MI **FY09-12** 100% Restricted  
Park Improvement Fund and  
Park Endowment Fund  
Multiple award contracts for  
the sale of fire wood to  
visitors in Michigan's State  
Parks

4. DEPARTMENT OF NATURAL RESOURCES continued

Gogebic Lodge  
Morenisco, MI

\$ 8,850.00 Total  
**FY09-12** 100% Restricted  
Park Improvement Fund and  
Park Endowment Fund  
Multiple award contracts for  
the sale of fire wood to  
visitors in Michigan's State  
Parks

**SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES**

5. DEPARTMENT OF ATTORNEY GENERAL

1) Lisa C. Ward  
Okemos, MI

NOT TO EXCEED  
\$ 70,000.00 Amendment  
\$ 129,999.00 New Total  
**FY09** Inter-accounted to DOC  
100% General Funds  
Additional funding for the  
contract for Legal Services  
regarding Bazzetta v McGinnis;  
Neal V MDOC; Anderson v MDOC;  
LaCross v Zang; Mason V  
Granholm

6. DEPARTMENT OF CORRECTIONS

1) Catholic Social Services  
of Washtenaw County  
Ann Arbor, MI

\$ 35,500.00 Amendment  
\$ 2,550,500.00 New Total  
**FY09** 100% General Fund  
Additional funds to continue  
Michigan Prisoner Re-Entry  
Initiative services in  
Washtenaw County

2) Maxim Healthcare Services,  
Inc.  
Bingham Farms, MI

\$ 682,000.00 Amendment  
\$ 1,139,000.00 New Total  
**FY09** 100% General Fund  
Additional funds to continue  
healthcare services for  
prisoners in Region III

**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

7. DEPARTMENT OF AGRICULTURE

- 1) left blank intentionally

8. DEPARTMENT OF COMMUNITY HEALTH

- 1) Residential Services of \$ 55,545.00 Total  
Southwest Michigan **FY08-09** 100% Federal  
Niles, MI Five-month grant agreement to  
provide funding for permanent  
housing and supportive  
services to persons who are  
chronically homeless and have  
a disability

9. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Douglas E. Stites for Capital \$ 94,600.00 Total  
Area Michigan Works! **FY09-10** 100% Federal Funds  
Lansing, MI Grantee will receive funding to  
establish a Michigan Regional  
Skills Alliance (MiRSA) that  
will provide employment and  
training activities in the  
insurance and finance industry  
to program participants

10. DEPARTMENT OF ENIRONMENTAL QUALITY

- 1) Summit Township \$ 300,000.00 Total  
Jackson, MI **FY09-10** 100% Restricted Funds  
Cleanup and Redevelopment Fund  
Funds needed to connect up to  
61 homes to public water due to  
groundwater contamination

10. DEPARTMENT OF ENIRONMENTAL QUALITY continued

2)	Conservation Resource Alliance Traverse City, MI	\$ 100,000.00 Total <b>FY09-11</b> 100% Restricted Funds Natural Resources Damages Funds Funding to fix existing pollution problems and to identify and address additional pollution threats to the Platte River
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**SECTION IV - AGENCY SUBMITTED - GRANT CHANGES**

11. DEPARTMENT OF COMMUNITY HEALTH

1)	Lakeshore Coordinating Council Grand Haven, MI	\$ 32,533.00 Amendment \$ 159,811.00 New Total <b>FY08-09</b> 100% Federal Additional funds for one-year grant agreement to provide permanent rental housing and supportive services to persons who are homeless and have a substance abuse disorder
2)	Intercare Community Health Network, Inc. Bangor, MI	\$ 66,500.00 Amendment \$ 1,911,421.00 New Total <b>FY08-09</b> 100% Federal Funds Additional funds for a one-year grant agreement to provide funding for the delivery of WIC services according to the USDA and the State of Michigan's regulations and policies
3)	DYNS Services, Inc. Holt, MI	\$ 59,107.00 Amendment \$ 141,854.00 New Total <b>FY08-09</b> 100% Federal Funds Additional funds for a one-year grant agreement for the deployment of a homeless management information system to all Department of Community Health Housing grant providers

11. DEPARTMENT OF COMMUNITY HEALTH continued

- 4) Henry Ford Health System \$ 50,024.00 Amendment  
Detroit, MI \$ 7,106,539.00 New Total  
**FY08-09** (See Grant Abstract  
and attachment for funding)  
Additional funds for a one-year  
grant agreement to provide  
various Department of Community  
Health projects designed to  
meet the needs of the  
Department and Citizens of  
Michigan
- 5) Wayne State University \$ 75,741.00 Amendment  
Detroit, MI \$ 2,654,460.00 New Total  
**FY08-09** (See Grant Abstract and  
Attachment for funding)  
Additional funds for a one-year  
grant agreement to provide  
various Department of Community  
Health projects designed to  
meet the needs of the  
Department and Citizens of  
Michigan

12. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Kalamazoo Township \$ 119,500.00 Amendment  
Kalamazoo, MI \$ 419,500.00 New Total  
**FY09-10** 100% Restricted Funds  
Cleanup and Redevelopment Fund  
Increased funds needed to  
reroute water main because of  
pressure differences in the  
water system

13. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES

- 1) Various Libraries \$ 0.00 Amendment  
(Listing on file) \$ 108,274.00 New Total  
**FY09-10** 100% Federal Funds  
One-year extension of the Grant  
to provide Library Services and  
Program Delivery to Rural  
Residents

13. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES continued

2)	City of Kalamazoo	\$	3,116.00	Amendment
	Kalamazoo, MI	\$	25,616.00	New Total

**FY09-10** 100% Federal Funds  
Additional funds for the  
Historic Preservation Grant for  
the Kalamazoo Water Tower  
Repairs

14. DEPARTMENT OF HUMAN SERVICES

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15. DEPARTMENT OF NATURAL RESOURCES

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**SECTION V - DMB SUBMITTED - NEW CONTRACTS**

16. DEPARTMENT OF CORRECTIONS

1)	TMI Custom Air Systems	\$	52,476.00	(one-time)
	Holly, MI	<b>FY09</b>	100% General Funds	

071I9200133 80-Ton, Air-cooled  
Condenser plus Installation at  
the St. Louis Correctional  
Facility

17. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	HTC Global	\$	7,600,320.00	(3 years)
	Troy, MI	<b>FY09-12</b>	100% Restricted Funds	

Pension Trust Fund  
071I9200089 Maintenance and  
Support for the Department of  
Management and Budget, Office  
of Retirement Services

17. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 2) Memex, Inc.  
Vienna, VA
- NOT TO EXCEED  
\$ 3,514,431.00 (5 years)  
**FY09-14** 60% Federal Funds  
40% Restricted Funds  
Homeland Security Grant Funds  
071I9200062 Michigan  
Intelligence Operations Center  
Criminal Intelligence Solutions  
for Michigan State Police
- Various RE:START Vendors  
Short-term Staff Augmentation  
for information technology for  
various departments**
- 3) Iknowvate Technologies  
(Sai Krishna Rachakonda)  
Farmington Hills, MI
- NOT TO EXCEED  
\$ 97,500.00 (8 mos 26 dys)  
**FY09-10** 69% Federal 31% GF  
071I9200157 For a Senior Web  
Developer to assist the  
Department of Human Services on  
a new application program to  
integrate the Adult and  
Children's Licensing  
Applications with the MI  
Business One Stop project
- 5) TAC Worldwide  
(Jian Wu)  
Dearborn, MI
- NOT TO EXCEED  
\$ 176,800.00 (1 year)  
**FY09-10** 100% Restricted  
Firearms Unit (CJIC Fees)  
071I9200161 For a Senior  
Programmer Analyst to assist  
the Department of State Police  
with programming on the  
Concealed Pistol License System

**Withdrawn at Ad Board**

17. DEPARTMENT OF INFORMATION TECHNOLOGY continued

6) Technical Software NOT TO EXCEED  
(Kashif Rahman) \$ 145,600.00 (1 year)  
Farmington Hills, MI **FY09-10** 100% General Funds  
071I9200152 For a Senior Web  
Developer to assist the  
Department of Corrections to  
complete modifications to the  
Department of Corrections  
Michigan Prisoner Reentry  
Initiative web application

18. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Besco Water Treatment, Inc. \$ 1,175,860.32 (3 years)  
Battle Creek, MI **FY09-12** 100% General Funds  
071B9200194/071I9200122  
Statewide contract for General  
Salt for the Lower Peninsula

19. DEPARTMENT OF NATURAL RESOURCES

1) Lyle Signs. Inc. \$ 707,497.96 (3 years)  
Eden Prairie, MN **FY09-12** 100% Restricted Funds  
Snowmobile Trail Improvement Fund  
Off Road Vehicle Trail Improvement Fund  
071I9200085 Snowmobile and Off  
Road Vehicle Trail signs

20. DEPARTMENT OF STATE

1) RR Donnelley NOT TO EXCEED  
Chicago, IL \$ 7,353,950.00 (5 years)  
**FY09-14** 90% Restricted Funds  
(See bid tab for funds)  
10% General Funds  
071I9200034 Vehicle License  
Plate Tab Stock and  
Registration Forms

21. DEPARTMENT OF STATE POLICE

- |    |                                                             |                                                                                                                                                                            |
|----|-------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) | Perkin Elmer LLC<br>Shelton, CT                             | \$ 34,223.52 (one-time)<br><b>FY09</b> 100% Restricted Funds<br>Money Justice Fund<br>071I9200158 Upgrades for the<br>Spotlight and Auto Image<br>Microscope Spectrometers |
| 2) | Thermo Electron North<br>America LLC<br>West Palm Beach, FL | \$ 83,895.11 (one-time)<br><b>FY09</b> 100% Restricted Funds<br>Money Justice Fund<br>071I9200140 Upgrades for<br>Thermo Trace and Mass<br>Spectrometers                   |

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

22. DEPARTMENT OF COMMUNITY HEALTH

- |    |                                            |                                                                                                                                                                                                                        |
|----|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) | Wolinski & Company, CPA, PC<br>Detroit, MI | \$ 602,640.00 Amendment<br>\$ 3,990,390.00 New Total<br><b>FY09-10</b> 50% Federal 50% GF<br>071B5200292 Additional funding<br>for a one-year option to the<br>contract for Medicaid Long-Term<br>Care Provider Audits |
|----|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

23. DEPARTMENT OF CORRECTIONS

- |    |                                                             |                                                                                                                                                                                                               |
|----|-------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) | Michigan Council on Crime<br>and Delinquency<br>Lansing, MI | \$ 679,800.00 Amendment<br>\$ 1,649,700.00 New Total<br><b>FY09-10</b> 100% General Funds<br>071B7200335 Additional funding<br>for Capacity Building Services<br>for Michigan Prisoner Re-Entry<br>Initiative |
|----|-------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

24. DEPARTMENT OF EDUCATION

1) Brustein & Manasevit \$ 200,000.00 Amendment  
Washington, DC \$ 375,000.00 New Total  
**FY10-11** 100% Federal Funds  
**Withdrawn at Ad Board** 1B8200303 Additional funding  
for a one-year, six-month  
option to the contract for SAAG  
Services

25. DEPARTMENT OF ENERGY, LABOR, ECONOMIC GROWTH

1) Examination Resources \$ 500,000.00 Amendment  
Atlanta, GA \$ 2,800,000.00 New Total  
**FY09-10** 100% Restricted Funds  
Insurance Bureau Fund  
071B5200303 Additional funding  
for a 46-week option to the  
contract for Financial  
Examination Services

2) INS Regulatory Insurance \$ 300,000.00 Amendment  
Services \$ 1,500,000.00 New Total  
Philadelphia, PA Insurance Bureau Fund  
**FY09-10** 100% Restricted Funds  
071B5200259 Additional funding  
for a 46-week option to the  
contract for Financial  
Examination Services

3) Noble Consulting Services \$ 400,000.00 Amendment  
Indianapolis, IN \$ 2,000,000.00 New Total  
**FY09-10** 100% Restricted Funds  
Insurance Bureau Fund  
071B5200304 Additional funding  
for a 46-week option to the  
contract for Financial  
Examination Services

26. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Deloitte Consulting, LLP \$ 9,485,000.00 Amendment  
New York, NY \$ 24,635,000.00 New Total  
**FY09-10** 100% General Funds  
071B8200018 Additional funding  
for Implementation, Warranty  
and Support Services for SAP  
Software for the Department of  
Treasury's MITAS System

**Various RE:START Vendors  
Amendment(s) to existing  
contract(s) for Short-term  
Staff Augmentation for  
Information Technology for  
various departments**

2) Analysts International NOT TO EXCEED  
(Larry Davis) \$ 114,400.00 Amendment  
Lansing, MI \$ 228,800.00 New Total  
**FY09-10** 100% Federal Funds  
071B8200105 Additional funds  
for a one-year option to the  
contract for a Senior  
Programmer Analyst to assist  
the Department of Energy,  
Labor, and Economic Growth by  
providing ongoing, day-to-day  
IT support of the Worker's  
Compensation Agency, Workers'  
Compensation System

27. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Strategic Protection Group \$ 80,000.00 Amendment  
Oak Park, MI \$ 1,008,845.00 New Total  
**FY09** 100% General - DOC  
92% Restricted - DOS  
(See bid tab for funds)  
8% General - DOS  
071B6200387 Additional funding  
for Unarmed Security Guard  
Services, Statewide

28. DEPARTMENTS OF NATURAL RESOURCES and ENERGY, LABOR, AND ECONOMIC GROWTH

1) LogoFit LLC \$ 80,000.00 Amendment  
Flint, MI \$ 545,971.82 New Total  
**FY09** 80% DNR Restricted Funds  
(See bid tab for funds)  
20% DELEG Federal Funds  
071B4200338 Additional funds  
for Uniforms

29. DEPARTMENT OF STATE POLICE

1) Promega Corporation \$ 700,000.00 Amendment  
Madison, WI \$ 1,745,624.00 New Total  
**FY09-10** 100% General Funds  
071B8200043 Additional funds  
for Re-agent Kits for Short  
Tandem Repeat Multiplex Systems

30. DEPARTMENT OF TRANSPORTATION

1) Sun West Sales Company \$ 53,600.00 Amendment  
Hayward, CA \$ 201,000.00 New Total  
**FY09-10** 100% Restricted Fund  
Statewide Trunkline Fund  
071B7200298 Additional funds  
for a one-year option to the  
contract for Adopt-A-Highway  
Vests

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

31. DEPARTMENT OF CORRECTIONS

Employee Claims

1) John P. Abe \$250.00

The claimant (09-SAB-055) requests \$250.00 reimbursement for damage to his car while parked in the employee parking lot. The Department recommends denial of this claim.

31. DEPARTMENT OF CORRECTIONS continued

- 2) Fremont Insurance Company \$912.26  
subrogate claim of John Abbatoy

The claimant (09-SAB-049) requests \$912.26 reimbursement for damage to the vehicle of John Abbatoy when a snowplow operated by a State employee scratched his car's bumper. The Department recommends approval of this claim.

- 3) Steven Harrington \$424.50

The claimant (09-SAB-048) requests \$424.50 reimbursement for his eyeglass broken while breaking up a fight between inmates. The Department recommends approval of this claim.

Inmates Claims

- 4) Phillip Berryman #107202 \$696.50

The claimant (08-SAB/DOC-174) requests \$696.50 reimbursement for numerous items lost while under control of the Department. The Department recommends approval of \$985.10 for this claim.

- 5) Otis Cole #232716 \$341.00

The claimant (09-SAB/DOC-065) requests \$341.00 reimbursement for his typewriter damaged while under control of the Department. The Department recommends approval of this claim.

- 6) Jeffrey Galvani #293721 \$ 25.39

The claimant (09-SAB/DOC-100) requests \$25.39 reimbursement for a pair of shoes ordered and never received. The Department recommends approval of this claim.

- 7) Nathaniel Jenkins #155668 \$ 87.69

The claimant (09-SAB/DOC-072) requests \$87.69 reimbursement for several books, coffee, tobacco, matches cough drops lost while under control of the Department. The Department recommends approval of \$95.99 this claim.

31. DEPARTMENT OF CORRECTIONS continued

8) Joshua Johnson #677128 \$168.00

The claimant (09-SAB/DOC-073) requests \$168.00 reimbursement for his TV damaged during transfer from one facility to another. The Department recommends approval of this claim.

9) James King #200816 \$ 56.30

The claimant (09-SAB/DOC-074) requests \$56.30 reimbursement for a book ordered and never received. The Department recommends approval of this claim.

10) Robert Loos #591821 \$ 34.98

The claimant (09-SAB/DOC-099) requests \$34.98 reimbursement for his walkman lost while under control of the Department. The Department recommends approval of this claim.

11) Harold Patrick #452600 \$164.00

The claimant (09-SAB/DOC-104) requests \$164.00 reimbursement for his TV damaged during transfer from one facility to another. The Department recommends approval of this claim.

12) Eric Rodgers #154877 \$762.20

The claimant (09-SAB/DOC-061) requests \$762.20 reimbursement for his footlocker and transcripts damaged while under control of the Department. The Department recommends approval of this claim.

13) Timothy White #464572 \$163.90

The claimant (09-SAB/DOC-096) requests \$163.90 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of this claim.

32. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Janet Smith \$500.00

The claimant (09-SAB-052) requests \$500.00 reimbursement for damage to her vehicle when she slid on ice and hit a post while driving her car for State business. The Department recommends approval of this claim.

33. DEPARTMENT OF NATURAL RESOURCES

1) Dionne Preston \$999.99

The claimant (09-SAB-024) requests \$999.99 reimbursement for injuries she received falling off a bunk bed while sleeping in a cabin at a state park. The Department recommends denial of this claim.

34. DEPARTMENT OF TRANSPORTATION

1) Beverly Haskins \$434.12

The claimant (09-SAB-035) requests \$434.12 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends denial of this claim.

35. DEPARTMENT OF TREASURY

1) Eugene Tower \$547.12

The claimant (09-SAB-031) requests \$547.12 reimbursement for garnishment of wages. The Department recommends denial of this claim.

**SECTION X - CLAIMS - PERSONAL INJURY LOSS**

**SECTION XI - APPROVAL OF SPECIAL ITEMS**

36. DEPARTMENT OF CORRECTIONS

Reporting an emergency purchase orders in accordance with Administrative Guide Procedure 0620.02 PO #472N9205486 for \$52,897.44 with Rockville Fabrics Corporation for the purchase of immediate need for two-ply supplex for winter coats.

Reporting two emergency purchase orders in accordance with Administrative Guide Procedure 0620.02 PO #472N9204532 for \$37,637.20 with J.O. Galloup Co for immediate need for a replacement water heater and PO #472N9205653 for \$32,685.00 with Temperature Control, Inc. for the purchase of an immediate need for the installation of the replacement water heater.

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

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

4/24/09 11:50 version

**FINANCE AND CLAIMS COMMITTEE**

April 28, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

May 5, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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

**SECTION I - AGENCY SUBMITTED - NEW CONTRACTS**

**SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES**

**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

1s. DEPARTMENT OF COMMUNITY HEALTH

- |    |                                           |                                                                                                                                                                                                                                                                               |
|----|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) | Waterford Life Sciences<br>Washington, DC | \$ 257,300.00 Total<br><b>FY09</b> 100% Restricted<br>Restricted Pain Management<br>Funding for the customization,<br>publication, and mailing of the<br>Federation of State Medical<br>Boards Booklet " <i>Responsible<br/>Opioid Prescribing: A<br/>Physician's Guide</i> " |
|----|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**SECTION IV - AGENCY SUBMITTED - GRANT CHANGES**

2s. DEPARTMENT OF COMMUNITY HEALTH

- |    |                                                   |                                                                                                                                                                                                                                                                                                                                       |
|----|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) | Michigan Public Health<br>Institute<br>Okemos, MI | \$ 791,072.00 Amendment<br>\$ 33,718,900.00 New Total<br><b>FY09</b> (See Grant Abstract and<br>attachment for funding)<br>Additional funds for one-year<br>grant agreements to provide<br>various Michigan Department of<br>Community Health projects<br>designed to meet the needs of<br>the Department and Citizens of<br>Michigan |
|----|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

3s. DEPARTMENT OF NATURAL RESOURCES

1)	Jordan Valley Trails Council	\$	56,120.00	Amendment
	Mancelona, MI	\$	192,549.00	New Total
		<b>FY09</b>	100% Restricted	
				Snowmobile Trail Improvement Fund
				Additional funds to reimburse
				for additional grooming of
				State designated snowmobile
				trails

SECTION V - DMB SUBMITTED - NEW CONTRACTS

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - 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 Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

A M E R I C A N   R E C O V E R Y   &  
R E I N V E S T M E N T   A C T   F U N D S  
A G E N D A      4/29/2009   10:50 am version

**FINANCE AND CLAIMS COMMITTEE**

April 28, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

May 5, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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this agenda and may take up other issues at the meeting.

**SECTION I - AGENCY SUBMITTED - NEW CONTRACTS**

1a. DEPARTMENT OF HUMAN SERVICES

- |                                                                                           |                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) Prosecuting Attorneys<br>Association of MI<br>Lansing, MI                              | NOT TO EXCEED<br>\$ 175,000.00 Total<br><b><u>FY09-11 100% Federal Funds</u></b><br><b>100% ARRA Funds</b><br>Two-year contract to provide<br>training to prosecutors in<br>domestic & sexual violence<br>using stimulus funding |
| 2) Various Domestic Violence<br>Service Providers<br>RADV09 - Series<br>(Listing on file) | NOT TO EXCEED<br>\$ 2,282,672.00 Total<br><b><u>FY09-11 100% Federal Funds</u></b><br><b>100% ARRA Funds</b><br>Two-year contract for domestic<br>violence services statewide<br>through stimulus funding                        |

**SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES**

**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

**SECTION IV - AGENCY SUBMITTED - GRANT CHANGES**

2a. **DEPARTMENT OF HUMAN SERVICES**

- |    |                                                                           |                                                                                                                                                                                                                                                      |
|----|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) | Various Community Action<br>Agencies - CSBG09 Series<br>(Listing on file) | \$ 35,198,851.00 Amendment<br>\$ 62,698,197.00 New Total<br><b>FY09 100% Federal Funds</b><br><b>100% ARRA Funds</b><br>Additional funds for the one-<br>year grants to provide a<br>variety of services for low-<br>income individuals and families |
|----|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**SECTION V - DMB SUBMITTED - NEW CONTRACTS**

**SECTION VI - DMB SUBMITTED - CONTRACT CHANGES**

3a. **DEPARTMENT OF INFORMATION TECHNOLOGY**

- |    |                                              |                                                                                                                                                                                                                                                                                                                                                                                            |
|----|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) | Deloitte Consulting, LLC<br>Grand Rapids, MI | \$ 4,123,312.00 Amendment<br>\$ 99,609,450.00 New Total<br><b>FY09 5% Federal Funds</b><br><b>95% General Funds</b><br><b>5% ARRA Funds</b><br>071B6200149 Additional funds<br>for the contract for Online<br>Self-Service and Interactive<br>Voice Response for the Food<br>Assistance Program - Bridges<br>Development/Implementation<br>Project for the Department of<br>Human Services |
|----|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**SECTION VII - RELEASE OF FUNDS TO WORK ORDER**

**SECTION VIII - REVISION TO WORK ORDER**

**SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS**

**SECTION X - CLAIMS - PERSONAL INJURY LOSS**

**SECTION XI - APPROVAL OF SPECIAL ITEMS**

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

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of April 28, 2009. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held April 28, 2009, be approved and adopted with Items 17(5) and 24(1) of the regular agenda withdrawn at the State Administrative Board meeting on May 5, 2009. The motion was supported by Mr. DeBano and unanimously approved.

# APPROVED

May 5, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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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 April 29, 2009. Those present  
being:

Chairperson: Duane Berger, representing Approved \_\_\_\_\_  
Secretary of State Land

Member: Gary Owen, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: Jim Shell, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Tom Graf, Department of Environmental Quality; Cynthia Watson,  
Department of Natural Resources; Sherry Bond, Janet Rouse,  
Department of Management and Budget; Mike Blackledge, Connie  
Hanrahan, Amy Meldrum, Wayne Roe, Jr., Dave Spencley, Betsy  
Steudle, Karen Watson, Department of Transportation

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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. Owen, the motion was unanimously adopted.

The Department of Environmental Quality agenda was presented.

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

The Department of Transportation regular agenda was presented with  
Items 33 and 200 withdrawn by the Department of Transportation.

A retroactive letter was received from Kirk T. Steudle, the Director  
of the Department of Transportation, regarding retroactive Item 207  
of the regular agenda.

Transportation and Natural Resources Committee Report

April 29, 2009

Page 2

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Items 33 and 200 of the regular agenda withdrawn; Items 13, 19, 22, 24, 25, 27, 28, and 30 contingent on approval by the Office of Commission Audit; and Items 12, 36, 37, 201 through 204, 206, 217 through 221, 225, 227, and 228 contingent upon approval at the State Transportation Commission meeting on April 30, 2009. Supported by Mr. Owen, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - April 29, 2009 - 3:30 P.M.  
State Administrative Board Meeting - May 5, 2009 - 11:00 A.M.

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

MINERAL LEASE

ONE DIRECT OIL AND GAS LEASE - DEVELOPMENT: MP Michigan LLC, of Dallas, Texas, oil and gas lease rights to 37.04 acres, more or less, of state-owned mineral rights located in Section 2, T26N, R09W, Union Township, Grand Traverse County.

Terms: Three-year primary term, no extensions, 3/16 royalty, \$4,750.00 bonus consideration (\$125.00 per acre), and \$2.00 per acre annual rental.

The Chief of Forest, Mineral and Fire Management approved this item on April 3, 2009. The form of legal documents 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 ENVIRONMENTAL QUALITY

#### TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

April 29, 2009

State Administrative Board

May 5, 2009

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

### SUBMERGED LANDS

1. Proposed Deed (0.11 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Doug Richards (DEQ File SBC 352)

Consideration: \$5,707 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339, Control of Certain State Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA).
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$5,707 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

2. Proposed Deed (0.48 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Jack Shadik (DEQ File MC 365)

Consideration: \$11,038 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$11,038 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

3. Proposed Deed (0.29 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Dan Leeber (DEQ File MC 367)

Consideration: \$8,695 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$8,695 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

4. Proposed Deed (0.16 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Thomas Korneffel (DEQ File SBC 352)

Consideration: \$5,020 fee

A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.

B. Benefit: Compliance with Part 339.

C. Funding Source/Income to the State: \$5,020 fee.

D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

5. Proposed Deed (0.52 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Robert Huzarski (DEQ File SBC 362)

Consideration: \$10,119 fee

A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.

B. Benefit: Compliance with Part 339.

C. Funding Source/Income to the State: \$10,119 fee.

D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

6. Proposed Deed (0.44 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Greg Downey (DEQ File MC 453)

Consideration: \$8,213 fee

A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.

B. Benefit: Compliance with Part 339.

C. Funding Source/Income to the State: \$8,213 fee.

D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

7. Proposed Deed (0.40 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Joseph Morelli (DEQ File MC 136)

Consideration: \$14,516 fee

A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.

B. Benefit: Compliance with Part 339.

C. Funding Source/Income to the State: \$14,516 fee

D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

8. Proposed Private Use Agreement of 0.19-acre of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: John Booth (DEQ File LH 492)

Consideration: \$500 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325, Great Lakes Submerged Lands of the Natural Resources and Environmental Protection Act, 1994 PA 451 as amended, (NREPA).
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$500 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A
9. Proposed Public Use Agreement of 3.35 acres of Lake Michigan public trust bottomlands in the City of Ludington, Mason County.

Applicant: City of Ludington (DEQ File LM 267)

Consideration: \$50 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$50 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

10. Proposed Private Use Agreement of 2.5 acres of Lake Michigan public trust bottomlands in East Bay Township, Grand Traverse County.

Applicant: Tamarack Development Associates (DEQ File LM 266)

Consideration: \$2,260 annual fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$2,260 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A): N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

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Elizabeth M. Browne, Chief  
Land and Water Management Division  
Department of Environmental Quality

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Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 29, 2009 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: May 5, 2009 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

**CONTRACTS**

1. \***AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount**

Amendatory Contract (2007-0644/A1) between MDOT and the Township of Bois Blanc will increase the contract amount by \$15,150 due to higher than anticipated costs associated with the construction of the terminal building. The original contract provides for the construction of a terminal building at the Bois Blanc Island Airport on Boise Blanc Island, Michigan. The contract term remains unchanged, August 15, 2007, through August 14, 2027. The revised contract amount will be \$202,650. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$150,000	\$12,120	\$162,120
State Bond Funds	\$ 32,812	\$ 2,651	\$ 35,463
Township of Bois Blanc Funds	\$ 4,688	\$ 379	\$ 5,067
Total	<u>\$187,500</u>	<u>\$15,150</u>	<u>\$202,650</u>

**Criticality:** The additional funding will cover the additional costs of the terminal building, which included an unforeseen increase in cost of the septic system, in accordance with health department requirements, and additional expense for the relocation of the utility pole.

**Purpose/Business Case:** To increase the contract amount by \$15,150 to cover higher than anticipated costs associated with the construction of the terminal building.

**Benefit:** Will provide the additional funding needed to complete the work and close the project.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Township of Bois Blanc Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not approving the amendment is noncompliance with current FAA standards.

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

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49775.

\* Denotes a non-standard contract/amendment

2. AERONAUTICS AND FREIGHT (Aeronautics) - Relocation of Navigational Aids

Contract (2009-0412) between MDOT and the County of Oakland will provide federal and state grant funds for the relocation of navigational equipment, including the glideslope, medium intensity approach lighting system with runway alignment indicator lights (MALSR), and runway visual range (RVR) at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$539,000. Source of Funds: FAA Funds (via block grant) - \$512,050; State Restricted Aeronautics Funds - \$13,475; Oakland County Funds - \$13,475.

**Criticality:** The navigational equipment must be moved to allow the extension of runway 9R. The runway extension will allow aircraft to take off with heavier loads, including more fuel and cargo.

**Purpose/Business Case:** To provide for the relocation of the glideslope, MALSR, and RVR.

**Benefit:** The completed project will enhance airport safety.

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

**Commitment Level:** The contract is for a fixed cost.

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

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

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48237.

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

Contract (2009-0413) between MDOT and the County of Oakland will provide federal and state grant funds for the construction, lighting, and paint marking for the extension of runway 9R and a portion of parallel taxiway C and holding apron; for the placement of porous friction course for the resurfacing of runway 9R/27L; and for paint marking on runway 9R/27L at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,823,000. Source of Funds: FAA Funds (via block grant) - \$2,681,850; State Restricted Aeronautics Funds - \$70,575; Oakland County Funds - \$70,575.

**Criticality:** The project will increase safety margins for aeronautical activity at the airport.

**Purpose/Business Case:** To provide for the construction, lighting, and paint marking for the extension of runway 9R and a portion of parallel taxiway C and holding apron; for the placement of porous friction course for the resurfacing of runway 9R/27L; and for paint marking on runway 9R/27L.

**Benefit:** Will enhance airport safety.

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

**Commitment Level:** The contract is for a fixed cost.

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

**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder.

\* Denotes a non-standard contract/amendment

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48327.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2009-0414) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the land acquisition consultant costs for parcels 87, 88, 89, 94, 95, 96, and 100-109 and for relocation assistance for parcel 86 at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$282,000. Source of Funds: FAA Funds (via block grant) - \$225,600; State Bond Funds - \$49,350; Jackson County Funds - \$7,050.

**Criticality:** All land acquisitions and easements are federally mandated to meet FAA safety requirements by controlling runway protection zones and maintaining clear approaches. The property acquisition will allow the airport to meet this federal requirement for safety.

**Purpose/Business Case:** To provide for the land acquisition consultant costs of parcels 87, 88, 89, 94, 95, 96, and 100-109 and for relocation assistance for parcel 86. These parcels are needed for the extension of runway.

**Benefit:** Acquiring the land will ensure compliance with FAA safety area requirements and allow the airport to keep the approaches to the runway clear of 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.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2009-0416) between MDOT and Mayfield Township will provide federal and state grant funds for the land acquisition condemnation costs for parcel E11 at the Dupont-Lapeer Airport in Lapeer, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$45,000. Source of Funds: FAA Funds (via block grant) - \$36,000; State Bond Funds - \$7,875; Mayfield Township Funds - \$1,125.

**Criticality:** All land acquisitions and easements are federally mandated to meet FAA safety requirements by controlling runway protection zones. The property acquisition will allow the airport to meet this federal requirement for safety.

**Purpose/Business Case:** To provide for the condemnation award for parcel E11, including attorney fees.

**Benefit:** The court-ordered settlement will allow the land to be purchased and the airport to keep the approaches to the runway clear of obstructions.

\* Denotes a non-standard contract/amendment

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

**Commitment Level:** The contract is for a fixed cost.

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

**Cost Reduction:** The amount was determined by a court-ordered settlement and is not negotiable.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48446.

6. \*AERONAUTICS AND FREIGHT SERVICES (Aeronautics) - Design of Airport Improvements

Memorandum of Understanding (MOU) (2009-0421) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the performance of design services for the rehabilitation and shifting of runway 8/26 for runway safety area (RSA) compliance (final phase) at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through 20 years to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$105,000. Source of Funds: FAA Funds (via block grant) - \$99,750 and State Restricted Aeronautics Funds - \$5,250.

**Criticality:** This is the final design phase for the runway rehabilitation project, which will include shifting the runway for RSA compliance. The existing pavements are in poor condition and need to be rehabilitated. Rehabilitating the pavements will reduce the potential for loose material to be ingested into jet engines, which could result in costly repairs or injuries to ground personnel.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation and shifting of runway 8/26 for RSA compliance (final phase).

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

**Funding Source:** 95% FAA Funds (via block grant) and 5% State Restricted Aeronautics Funds.

**Commitment Level:** The MOU is for a fixed cost.

**Risk Assessment:** If the MOU is not approved, the project may not proceed as planned, as MISPC cannot afford the cost without federal and state participation.

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

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49757.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2009-0422) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will provide federal and state grant funds for the design of the rehabilitation of the apron (phases II and III) and for airport paint marking, including the update of the airport layout plan (ALP) to include the marking plan, at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$216,000. Source of Funds: FAA Funds (via block grant) - \$205,200; State Restricted Aeronautics Funds - \$5,400; OWAA Funds - \$5,400.

\* Denotes a non-standard contract/amendment

**Criticality:** This project will reduce the potential for loose material to be ingested into jet engines, which could result in costly repairs or injuries to ground personnel. The project will increase safety margins for aeronautical activities at the airport.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of the apron and for airport paint marking, including the update of the ALP to include the marking plan.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards. The paint marking will enhance airport safety.

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

**Commitment Level:** The contract is for a fixed cost.

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

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions. The paint marking will be bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48750.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Runway Rehabilitation

Contract (2009-0423) between MDOT and the Gratiot Community Airport Commission (GCAC) will provide federal and state grant funds for the design of the rehabilitation of runway 18/36 and taxiway B at the Gratiot Community Airport in Alma, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$40,000. Source of Funds: FAA Funds (via block grant) - \$32,000; State Restricted Aeronautics Funds - \$7,000; GCAC Funds - \$1,000.

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

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of runway 18/36 and taxiway B.

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

**Funding Source:** 80% FAA Funds; 17.5% State Restricted Aeronautics Funds; 2.5% GCAC Funds.

**Commitment Level:** The contract is for a fixed cost.

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

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

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48801.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2009-0424) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide federal and state grant funds for the performance of design services for the rehabilitation of the transient apron, the removal of the displaced threshold on runway 22, and the relocation of the precision approach path indicator (PAPI) on runway 22 and for the conduct of an aeronautical approach survey at the South Haven Area Regional Airport in South Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$260,000. Source of Funds: FAA Funds (via block grant) - \$208,000; State Restricted Aeronautics Funds - \$45,500; SHARAA Funds - \$6,500.

**Criticality:** This project will increase safety margins for aeronautical activities at the airport.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of the transient apron, the removal of the displaced threshold on runway 22, and the relocation of the PAPI on runway 22 and for the conduct of an aeronautical approach survey.

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

**Funding Source:** 80% FAA Funds; 17.5% State Restricted Aeronautics Funds; 2.5% SHARAA Funds.

**Commitment Level:** The contract is for a fixed cost.

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

**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49090.

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

Authorization Revision (58004-89752-1), under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide additional funding necessary to complete the project. The original authorization amount of \$180,000 was based on a field estimate for the installation of half-roadway gates and the upgrade of flashing-light signals at the grade crossing of Meanwell Road in Monroe County, Michigan. GTW has now provided a detailed estimate that includes additional equipment and labor costs primarily due to the complicated circuitry at a railroad control point at the crossing, resulting in a proposed authorization increase of \$116,357. The revised authorization amount will be \$296,357. Source of Funds: Federal Highway Administration Funds - \$177,814; FY 2009 State Restricted Trunkline Funds - \$118,543.

**Criticality:** In November 2006, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An administrative order mandated that GTW make the safety enhancements.

**Purpose/Business Case:** The revised authorization will provide adequate funding for the installation of half-roadway gates and the upgrade of flashing-light signals at the grade crossing of Meanwell Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The revised authorization amount will allow the railroad to proceed with the project to enhance motorist safety.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$177,814; FY 2009 State Restricted Trunkline Funds - \$118,543.

**Commitment Level:** The revised authorization amount is based on GTW's detailed estimate. All costs will be paid on a force account basis.

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

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

**Selection:** N/A.

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

**Zip Code:** 48131.

11. \*AERONAUTICS AND FREIGHT (Freight) - Michigan Rail Loan Assistance Program

Contract (2009-0425) between MDOT and Saginaw Bay Southern Railway Company (SBS) will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the replacement of crossties between Saginaw and Midland, a distance of approximately 18 miles, to preserve and improve the railroad infrastructure and increase the safety of the line. SBS currently transports approximately 5,200 carloads over this line per year, and approximately 40 percent of the carloads contain hazardous materials. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$986,050. Source of Funds: FY 2009 State Restricted Comprehensive Transportation Funds - \$887,445; SBS Funds - \$98,605.

**Criticality:** A contractor is being mobilized to do track work on a project for SBS's affiliate railroad company. By undertaking this project at this time, SBS will achieve cost savings on materials due to economies of scale.

**Purpose/Business Case:** To provide MiRLAP loan funding for the replacement of crossties, which will preserve and improve the railroad infrastructure between Saginaw and Midland.

**Benefit:** The project will help to ensure that the railroad can continue to operate its trains safely on a route that is used for the transportation of hazardous materials. The project will also enable the railroad to continue to serve its customers in a timely and efficient manner.

**Funding Source:** FY 2009 State Restricted Comprehensive Transportation Funds - \$887,445; SBS Funds - \$98,605.

**Commitment Level:** The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$887,445.

**Risk Assessment:** If the project is not undertaken, the rail infrastructure will deteriorate, increasing the possibility of derailments on a line that transports hazardous materials.

**Cost Reduction:** Eligible costs will be reimbursed only after SBS has contributed its matching share of project costs.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48607.

12. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2002-5485) between MDOT and the City of Grand Rapids will provide for participation in the following Transportation Enhancement improvements:

Railroad bridge reconstruction and approximately 1.5 miles of non-motorized pathway work along abandoned railroad right-of-way from Oxford Street northerly across the Grand River to Wealthy Street and connecting to Kent Trails and from the intersection of Wealthy Street and Garfield Street westerly to Highway I-196, including retaining walls, railings, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$ 984,000
City of Grand Rapids Funds	<u>\$ 246,000</u>
Total Funds	<u>\$1,230,000</u>

STE 41401 – 50958; Kent 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 will be made available to other states and Michigan residents will lose out on the benefits afforded by the use of these funds in Michigan. In addition, the agency receiving these funds has already invested significant local dollars into planning and designing this project and is depending on the Transportation Enhancement Activities Funds to realize its investment and construct the project. Delaying this project would adversely impact this agency as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

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

**Benefit:** To provide pedestrian and bicycle facilities.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Grand Rapids Funds.

**Commitment Level:** \$1,198,402 not to exceed 80% federal and the balance by City of Grand Rapids; based on estimate.

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

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** New pedestrian and bicycle facilities.

**Zip Code:** 49503.

13. HIGHWAYS - IDS Engineering Services

Authorization (Z13/R4) under Contract (2004-0161) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$14,798.20. The additional services will include revising the vertical alignment; revising the typical, note, removal, construction, profile, and detail sheets; reviewing the revised alignment for impacts to grades, both approaching and departing; and re-evaluating quantities based on the revised vertical curve and plan sheet modifications. The additional work is necessary due to failed negotiations with a nearby property owner. The additional work will require creating a new vertical alignment that will maximize the sight distance without impacting the nearby property. The original authorization provides for design services to be performed for the rehabilitation of M-37 from M-46 to 300 feet south of Moon Road and of M-46 from 1,200 feet west of M-37 to M-37 in Casnovia Township, Muskegon County (CS 61131 – JN 77964). The authorization term is August 17, 2005, through April 7, 2010. The revised authorization amount will be \$304,517.97. The contract term is April 7, 2004, through April 7, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The work items associated with this revision are necessary to complete the project. If the revision is not approved and the letting is delayed, federal funding could be lost.

**Purpose/Business Case:** To provide for the performance of additional design services, including revising the vertical alignment, and to increase the authorization amount by \$14,798.20.

**Benefit:** Will allow the consultant to complete the design services. The project will improve roadway safety and extend the service life of the roadways, in accordance with MDOT's Five Year Plan.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** If this revision is not approved, the consultant will not be able to complete the design services, the pavement will continue to deteriorate, and federal funds may be lost. An opportunity will be lost to improve roadway safety and extend the service life of the roadways.

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 49318.

14. \*HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0109/A2) between MDOT and CH2M Hill Michigan, Inc., will retroactively extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z6) (28 days retroactive). (See following item.) The original contract, which expired on April 7, 2009, provided for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 8, 2005, through April 7, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

This amendment is retroactive because the request was not received from the MDOT project manager until March 30, 2009, and there was not sufficient time to process the amendment for the needed approvals before the contract expired.

**Criticality:** The IDS contract expired on April 7, 2009. If the IDS contract is not retroactively extended, authorizations issued under it cannot be extended as needed, including authorization (Z6), and the design services under authorization (Z6) cannot be completed.

**Purpose/Business Case:** To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will allow the consultant to complete ongoing services, including work under authorization (Z6). No new authorizations will be issued under this contract.

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

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

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

**Risk Assessment:** If this amendment is not approved, the consultant will not be able to complete ongoing work under authorization (Z6).

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

15. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z6/R3) under Contract (2005-0109) between MDOT and CH2M Hill Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services (28 days retroactive). The project was delayed because a possible private initiative for a light rail project on Woodward Avenue required an assessment of possible impacts on the project. The original authorization, which expired on April 7, 2009, provided for design and survey services to be performed for the rehabilitation of M-1 (Woodward Avenue) from Tuxedo Avenue to I-94 in the city of Detroit, Wayne County (CS 82131 - JN 79673C). The revised authorization term will be December 22, 2005, through April 7, 2010. The authorization amount remains at \$943,496.19. The contract term will be April 8, 2005, through April 7, 2010. Source of Funds: 81.85 % Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

This revision is retroactive because the request was not received from the MDOT project manager until March 30, 2009, and there was not sufficient time to process the revision for the needed approvals before the authorization expired.

**Criticality:** The authorization expired on April 7, 2009. This revision will allow the consultant to complete the design services. The project will aid in the revitalization of the surrounding area, including businesses along the Woodward corridor.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because a possible private initiative for a light rail project on Woodward Avenue required an assessment of possible impacts on the project.

**Benefit:** Will allow the consultant to complete the ongoing services.

**Funding Source:** 81.85% Federal Highway Administrative 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 revision is not approved, the design services cannot be completed.

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

**Selection:** N/A for revision; qualifications-based for original authorization.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48075.

16. \*HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0292/A1) between MDOT and Corradino Group of Michigan, Inc., will retroactively extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z3) (18 days retroactive). (See following item.) The original contract, which expired on April 17, 2009, provided 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 April 18, 2006, through April 17, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

This amendment is retroactive because the request was not received from the MDOT project manager in time to process the amendment for the needed approvals before the contract expired.

**Criticality:** The IDS contract expired on April 17, 2009. If the IDS contract is not retroactively extended, authorizations issued under it cannot be extended as needed, including authorization (Z3), and the services under authorization (Z3) cannot be completed.

**Purpose/Business Case:** To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will allow the consultant to complete ongoing services, including work under authorization (Z3). No new authorizations will be issued under this contract.

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

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

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

**Risk Assessment:** If this amendment is not approved, the consultant will not be able to complete ongoing work under authorization (Z3).

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

17. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2006-0292) between MDOT and Corradino Group of Michigan, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services (18 days retroactive). The additional time is needed because MDOT suspended the project temporarily in order to address more urgent issues. The original authorization, which expired on April 17, 2009, provided for the development of a strategic needs plan for all MDOT-owned carpool lots in the Metro Region, Wayne, Oakland, Macomb, and St. Clair Counties (CS 84917 - JN 100977). The revised authorization term will be January 15, 2008, through April 17, 2010. The authorization amount remains unchanged at \$245,065. The contract term will be April 18, 2006, through April 17, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

This revision is retroactive because the request was not received from the MDOT project manager in time to process the revision for the needed approvals before the authorization expired.

**Criticality:** The authorization expired on April 17, 2009. This revision will allow the consultant to complete the project. Over the past two years, MDOT has been approached by many developers wanting to purchase MDOT Metro Region carpool lots, which are at prime locations and along Southeast Michigan's primary freeway corridors. The strategic plan will help to outline the needs of existing lots, including lots that need improvements and additional capacity. Demand is increasing due to rising gasoline prices, and it is anticipated that many carpool lots will reach capacity in the near future.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The strategic needs plan will help to guide the carpool lot program in the Metro Region and assist in discussions with outside entities.

**Benefit:** Will allow the consultant to complete the services. The strategic plan will provide information needed to address concerns regarding carpool lots and commercial development.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** If the revision is not approved, the consultant cannot complete the services. If the strategic needs plan is not completed, carpool lot needs cannot be assessed accurately, and the Metro Region may not have the information needed to prioritize carpool lot improvement projects.

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

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

18. HIGHWAYS - IDS University Research Services

Authorization Revision (Z4/R1) under Contract (2006-0411) between MDOT and Michigan State University will renew the authorization and extend the authorization term by approximately four months to provide sufficient time for the university to complete the research services. The additional time is needed because of unforeseen delays that occurred in the data analysis of existing acceptance criteria for pavement materials. The original authorization provides for an assessment of pavement acceptance criteria and an evaluation of how material and structural properties should be characterized in future pavement designs. The revised authorization term will be from January 4, 2007, through March 4, 2009, and from the date of award of this revision through September 30, 2009. No costs will be incurred between March 4, 2008, and the date of award of this revision. The authorization amount remains unchanged at \$220,090. The contract term is from July 20, 2006, through July 19, 2009, or until work under the last authorization has been completed, whichever is later. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The revision will provide sufficient time for the university to complete the research services.

**Purpose/Business Case:** To extend the authorization term by approximately four months to provide sufficient time for the university to complete the research services.

**Benefit:** The university will have sufficient time to complete the research project.

**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 revision is not approved, the research project cannot be completed.

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

**Selection:** N/A for revision and for original authorization.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.

19. HIGHWAYS - Increase Services and Amount, Extend Term

Contract (2007-0478/A2) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of additional construction engineering services, will increase the contract amount by \$52,436.27, and will extend the contract term by 15 months to provide sufficient time for the consultant to complete the services. The additional services are required because of the redesign of the US-24/Hines Drive bridges due to safety concerns. The original contract provides for full construction engineering services to be performed for the coldmilling, patching, and resurfacing of US-24 from US-12 to Joy Road and for the rehabilitation of structures S01-3 and S01-4 of 82062 and B01, B02-1, B02-2, S01, and S02 of 82053 in the cities of Dearborn and Dearborn Heights, Wayne County (CSs 82053 and 82062 - JNs 58175A, 59067A, 59068A, and 60333A). The revised contract term will be April 18, 2007, through December 31, 2010. The revised contract amount will be \$1,270,234.92 Source of Funds: 89.44% Federal Highway Administration Funds, 9.27% State Restricted Trunkline Funds, and 1.29% City of Detroit (Act 51) Funds.

**Criticality:** Approval of this amendment will allow the consultant to perform additional construction engineering services, as required, for two redesigned bridges. The FHWA directed a design change during construction for two bridges over Hines Drive because the existing bridge beams were in poorer condition than originally thought.

**Purpose/Business Case:** To provide for the performance of additional construction oversight services for the rehabilitation of two structures that were redesigned as instructed by the FHWA.

**Benefit:** Will allow the consultant to perform additional construction engineering services for the redesigned portion of the construction project, as required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** 89.44% Federal Highway Administration Funds, 9.27% State Restricted Trunkline Funds, and 1.29% City of Detroit (Act 51) Funds.

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

**Risk Assessment:** Failure to provide the services could result in the loss of federal participation on this and subsequent highway construction projects.

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

20. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z5/R2) under Contract (2007-0588) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional as-needed design services during construction and will increase the authorization amount by \$99,796.83. The additional work includes resolving design issues and modifying the design to meet field conditions and is needed because of changes to Phase II of the construction project. The original authorization provides for the performance of as-needed design services during construction for the Farm Lane underpass project from Mt. Hope Road to Wilson Road on the Michigan State University campus (CS 33010 - JN 087316A). The authorization term remains unchanged, September 11, 2007, through June 18, 2010. The revised authorization amount will be \$368,508.86. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The project is under construction, and additional construction assistance is needed to complete the project on schedule. The as-needed design services during construction must be provided throughout the construction of the project to ensure a high quality product.

**Purpose/Business Case:** To provide for the performance of additional as-needed design services during construction for the Farm Lane underpass project from Mt. Hope Road to Wilson Road on the Michigan State University campus. The additional services are needed because of changes to Phase II of the construction project.

**Benefit:** The project will be completed on time and as desired by Michigan State University.

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

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

**Risk Assessment:** If this revision is not approved and the services are not completed, the project could be compromised.

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 48825.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2007-0588) between MDOT and Bergmann Associates, Inc., will provide for design services to be performed for the rehabilitation of M-50 from Ridge Highway to Gripton Drive, Lenawee County (CS 46082 - JN 87514C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, permanent non-freeway signing plans, and pavement marking plans; performing surveys; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through June 18, 2010. The authorization amount will be \$329,343.38. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This roadway rehabilitation project is included in MDOT's Five Year Plan. In order to deliver the project on time, the design phase of the project must commence by the beginning of May 2009.

**Purpose/Business Case:** To provide for design services to be performed for the rehabilitation of M-50 from Ridge Highway to Gripton Drive, Lenawee County.

**Benefit:** Will improve pavement condition and drainage and provide a safer and more efficient roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

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

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49229.

22. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2007-0633/A2) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the contract amount by \$642,464.48. The additional work will include design services for the full depth reconstruction and realignment of the existing two lanes of the I-196 roadway, the addition of a third through lane and weave/merge lanes from Ionia Avenue east to College Avenue and from College Avenue east to Fuller Avenue on I-196 eastbound and westbound, the reconstruction/realignment of the ramps at the College Avenue interchange, the reconstruction/realignment of the west ramps of the Fuller Avenue interchange, the replacement of bridges along I-196 under Coit Avenue and along I-196 over Lafayette Avenue, and the replacement of the structures at Diamond Avenue. The additional services are required because the original contract scope included bridge scoping but not structure design and because an environmental assessment necessitated the addition of third through lane to the project. The original contract provides for the performance of design services for the full depth concrete reconstruction of the existing two lanes of I-196 and the reconstruction of Coit Avenue and Lafayette Avenue and for the performance of bridge design studies for the Diamond Avenue and Eastern Avenue structures in Kent County (CS 41027 - JNs 75547C, 51883D, and 51884D). The contract term remains unchanged, September 13, 2007, through February 4, 2010. The revised contract amount will be \$2,312,459.29. Source of Funds: 89.13% Federal Highway Administration Funds and 10.87% State Restricted Trunkline Funds.

**Criticality:** The additional services are required to add structure design to the project. A third through lane is being added as necessitated by an environmental assessment. The project will provide for safer roadways and structures.

**Purpose/Business Case:** To provide for the performance of additional design services, including additional survey work, for this complex project in Kent County.

**Benefit:** The project will help to reduce congestion, decrease user delays, and increase the safety of the roadways and structures.

**Funding Source:** 89.13% Federal Highway Administration Funds and 10.87% State Restricted Trunkline Funds.

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

**Risk Assessment:** If this amendment is not approved and the project is not completed, congestion and user delays will continue, and an opportunity could be lost to improve roadway and structure safety.

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 49503.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2008-0027) between MDOT and RS Engineering, LLC, will provide for as-needed inspection and testing services to be performed for construction projects in the Marshall Transportation Service Center (TSC) service area. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$403,048.34. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for construction projects in the Marshall TSC service area. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.

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

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

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

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

**Cost Reduction:** Costs in professional services contracts are 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:** 49068.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2008-0028) between MDOT and Fleis & VandenBrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed for the Howard City Transportation Service Center (TSC) at various locations in Ionia, Mecosta, and Montcalm Counties. Work items include inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$190,110.85. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for projects in the Grand Region administered by the Howard City TSC.

**Benefit:** Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

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

**Selection:** Qualifications-based.

**New Project Identification:** This is a not new project.

**Zip Code:** 49329.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2008-0098) between MDOT and Rowe Professional Services Company will provide for as-needed inspection and testing services to be performed for the Mount Pleasant Transportation Service Center (TSC) at various locations in Clare, Gladwin, Gratiot, Isabella, and Midland Counties. Work items include inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 15, 2011. The authorization amount will be \$349,973.05. The contract term is January 16, 2008, through January 15, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for projects in the Bay Region administered by the Mount Pleasant TSC.

**Benefit:** Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

**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:** 48801.

26. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z8/R1) under Contract (2008-0131) between MDOT and Great Lakes Engineering Group, LLC, will provide for the performance of additional as-needed bridge safety inspection services and will increase the authorization amount by \$41,016.79. More inspections are needed than originally anticipated, and the inspections must meet federal inspection timelines. The original authorization provides for as-needed bridge safety inspection services to be performed in the Metro Region. The work items include bridge file reviews, inspection of the bridges in the field, report completion, and communication of the findings to MDOT. The authorization term remains unchanged, October 10, 2008, through February 5, 2011. The revised authorization amount will be \$199,811.58. The contract term is February 6, 2008, through February 5, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The additional work will ensure compliance with Federal Highway Administration regulations for bridge inspections. The Metro Region requires the additional inspection services to remain in compliance with federal inspection timelines.

**Purpose/Business Case:** To provide for additional as-needed bridge inspections to be performed in the Metro Region to ensure that federal inspection timelines are met.

**Benefit:** Will ensure that bridge safety inspections are carried out in a timely manner and in accordance with federal inspection timelines. The services will provide valuable information to the Metro Region on the conditions of some of the state's most traveled bridges.

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

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

**Risk Assessment:** If the additional services are not approved and performed, the bridges will lack adequate inspection, federal regulations may not be met, and federal funding may be lost.

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

27. HIGHWAYS - IDS Design Services

Authorization (Z8) under Contract (2009-0051) between MDOT and Wade Trim Associates, Inc., will provide for design services to be performed for the reconstruction and widening of the M-153/Beck Road intersection in the city of Livonia, Wayne County (CS 82081 - JN 104437C). The work includes the design for the reconstruction and widening of the intersection (from two lanes to five lanes) and for the upgrade of shoulders, curbs and gutters, storm sewer drainage, and signals. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$314,067.37. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** The widening and left-turn phasing for Ford Road at Beck Road are recommended to accommodate traffic and safety needs, in accordance with an intersection improvement study that was completed in 2008. Due to continuing safety and operational problems at the intersection, there is an immediate need to widen M-153 (Ford Road) to provide additional through lanes.

**Purpose/Business Case:** To provide for design services to be performed for the reconstruction and widening of the M-153/Beck Road intersection to improve traffic flow and safety.

**Benefit:** The improvements will accommodate traffic demands, reduce crashes, minimize right-of-way needed, and minimize environmental impacts.

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

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

**Risk Assessment:** If this contract is not approved and the services are not performed, an opportunity could be lost to improve traffic movement and motorist safety, and federal funding could be lost.

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

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48187.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2009-0052) between MDOT and URS Corporation Great Lakes will provide for noise barrier inspection and design services for all sound walls located within MDOT right-of-way along northbound and southbound I-475 between Saginaw Road in Genesee Township and Kearsley Street in the City of Flint, Genesee County (CS 25132 - JN 105131C). The work will include providing a scoping assessment, including recommended fixes for the rehabilitation of the sound walls. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$116,610.99. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** The work will include a scoping assessment, including recommended fixes for the rehabilitation design of the sound walls along the I-475 interchange. The rehabilitation project must be performed at this time as the conditions of the sound walls could pose a safety risk.

**Purpose/Business Case:** To provide for noise barrier inspection and design services for all sound walls located within MDOT right-of-way along northbound and southbound I-475 between Saginaw Road in Genesee Township and Kearsley Street in the City of Flint, Genesee County. The deliverable will be a final proposal package with recommended repairs.

**Benefit:** Will provide a complete proposal package for the Region to use for a future construction project.

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

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

**Risk Assessment:** If the authorization is not approved, an opportunity will be lost to address the rehabilitation needs of the sound walls and improve safety. If the project is delayed, the costs of repairs will be more expensive.

**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 a new project.

**Zip Code:** 48503.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2009-0059) between MDOT and Capital Consultants, Inc., dba c2ae will provide for design services to be performed for the rehabilitation/reconstruction of M-52 from US-223 north to South Street, Lenawee County (CS 46161 - JN 87522C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, permanent non-freeway signing plans, and pavement marking plans; performing surveys; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through November 17, 2011. The authorization amount will be \$548,673.47. The contract term is November 18, 2008, through November 17, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This roadway rehabilitation/reconstruction project is included in MDOT's Five-Year Plan. In order to deliver the project on time, the design phase of the project must commence by the beginning of May 2009.

**Purpose/Business Case:** To provide for design services to be performed for the rehabilitation/reconstruction of M-52 from US-223 north to South Street, Lenawee County.

**Benefit:** Will improve pavement condition and drainage and provide a safer and more efficient roadway.

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

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

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

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49221.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2009-0096) between MDOT and Wilcox Professional Services, LLC, will provide for the development of design plans for 139.203 miles of non-freeway sign upgrading in Barry and Calhoun Counties in the Southwest Region (CS various - JN 105632C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through December 15, 2011. The authorization amount will be \$423,963.70. The contract term is December 16, 2008, through December 15, 2011. Source of Funds: 100% Federal Highway Administration Funds.

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

**Purpose/Business Case:** To provide for the performance of developing design plans for 139.203 miles of non-freeway sign upgrading in Barry and Calhoun Counties in the Southwest Region. This signing upgrade project will use Clear View fonts to help Michigan's older drivers and improve safety in general.

**Benefit:** To improve public safety and preserve safety assets.

**Funding Source:** 100% Federal Highway Administration Funds.

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

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

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

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

31. \*HIGHWAYS - Design Services

Contract (2009-0187) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for the US-131 bypass of the Village of Constantine from Brown Road to Garber Road, St. Joseph County (CS 78015 - JNs 46269C and 46269D). The work items include preparing required plans, maintaining traffic and construction staging plans, permanent non-freeway signing plans, traffic signal plans, watermain plans, right-of-way plans, and pavement marking plans; performing surveys and mobility analyses; and solving any problems that may arise during the design of the project. The contract will be in effect from the date of award through December 31, 2012. The contract amount will be \$1,075,979.30. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This contract will provide for the design of a two-lane bypass of the Village of Constantine that will remove large trucks from the downtown area and provide a safe route for through traffic. The existing section of US-131 through the village of Constantine is a low speed roadway with narrow lanes and difficult turning movements for large trucks; it connects a high-speed limited access freeway section of US-131 to the north with the I-80/90 tollway to the south and serves as a critical route for both commercial and personal vehicles. Delay of the design of this project would delay the needed right-of-way purchasing and construction of the alternate route.

**Purpose/Business Case:** To provide for design services to be performed for the US-131 bypass of the Village of Constantine from Brown Road to Garber Road in St. Joseph County.

**Benefit:** The project will provide a safer and more efficient roadway. This project will promote the exchange of goods and services between Michigan and neighboring states by providing a safe and effective transportation network.

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

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** Failure to approve this contract would delay safety improvements and have an adverse impact on interstate commerce. Motorists seeking alternate routes around the Village of Constantine would be delayed, and the strategy to improve the existing system and meet statewide condition goals would be jeopardized.

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

**Selection:** Qualifications-based.

**New Project Identification:** This is a new project.

**Zip Code:** 49042.

32. \*HIGHWAYS - Construction Engineering Services

Contract (2009-0237) between MDOT and Wilcox Professional Services, LLC, will provide for full construction engineering services to be performed for the construction of a new single point urban interchange (SPUI) consisting of road and bridge reconstruction and widening of I-94 at Westnedge Avenue and I-94 over the Norfolk Southern Railroad, Kalamazoo County. The construction project includes adding two additional lanes, concrete pavement repair work and miscellaneous bridge rehabilitation work. The work items include construction administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$3,854,933.80. The contract will be in effect from the date of award through December 31, 2012. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

**Criticality:** Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.

**Purpose/Business Case:** To provide for full construction engineering services to be performed for the construction of a new SPUI consisting of road and bridge reconstruction and widening of I-94 at Westnedge Avenue and I-94 over the Norfolk Southern Railroad, Kalamazoo County.

**Benefit:** The inspection and testing will ensure that all parts of the construction are up to current state and federal standards.

**Funding Source:** 100% Federal Highway Administration Funds/ARRA.

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

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

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

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49001.

33. \*HIGHWAYS - National Hazardous Materials Route Registry Study Services  
 Contract (2009-0420) between MDOT and Battelle Memorial Institute will provide for the development of studies, analyses, and recommendations to MDOT regarding the transport of hazardous materials through/within Wayne County with regard to the United States Department of Transportation (USDOT) Federal Motor Carrier Safety Administration's National Hazardous Materials Route Registry (NHMRR). The NHMRR is the national repository of routes for both non-radioactive hazardous materials and radioactive materials; the routes are either designated for hazardous material transportation or restricted from use by hazardous material carriers. The contract amount will be \$183,378. The contract will be in effect from the date of award through September 30, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Criticality:** MDOT is the designated routing agency responsible for supervising, coordinating, and approving all non-radioactive hazardous materials routing designations and restrictions in Michigan.
- Purpose/Business Case:** To provide for studies, analyses, and recommendations to MDOT regarding the transport of hazardous materials through/within Wayne County with regard to the NHMRR.
- Benefit:** The services will ensure that existing hazardous materials registered routes and proposed changes to the NHMRR meet current state and federal standards.
- Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Commitment Level:** The costs are fixed unit prices per work item.
- Risk Assessment:** If these services are not approved, the project will lack adequate data collection, analysis, and recommendations regarding hazardous materials transported through/within Wayne County, including validation of the existing registered routes and/or proposed changes to the NHMRR. Current state and federal standards may not be met, and federal funding could be jeopardized.
- Cost Reduction:** Costs in professional services contracts are based on unit prices per work item, not to exceed the maximum contract amount.
- Selection:** Best value.
- New Project Identification:** This is not a new project.
- Zip Code:** 48909.
34. HIGHWAYS - IDS Engineering Services  
 Contract (2009-0426) between MDOT and Tetra Tech of Michigan, P.C., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
35. \*HIGHWAYS - Construction Engineering Services  
 Contract (2009-0457) between MDOT and Wilcox Professional Services, LLC, will provide for full construction engineering services to be performed for the reconstruction, including streetscape work and street lighting, of the I-94 business loop (BL) (Main Street) from Riverview Drive to M-139 (North Fair Avenue) in the City of Benton Harbor, Berrien County. The work items include construction administration, inspection, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$1,153,376.21. The contract will be in effect from the date of award through December 31, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Proper construction engineering oversight is critical to ensure that projects are constructed in accordance with MDOT plans and specifications and in a timely and cost effective manner. Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.

**Purpose/Business Case:** To provide for full construction engineering services to be performed for the reconstruction, including streetscape work and street lighting, of the I-94BL (Main Street) from Riverview Drive to M-139 (North Fair Avenue) in the City of Benton Harbor, Berrien County.

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

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

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

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49022.

36. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2009-5111) between MDOT and the Jackson County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Spring Arbor Road from Brown Street to McCain Road.

Estimated Funds:

State Restricted TED Funds	\$288,000
Jackson County Road Commission Funds	<u>\$ 72,000</u>
Total Funds	<u>\$360,000</u>

EDF 38566 - 89503

Local Letting

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

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

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

**Funding Source:** State TED Funds and Jackson County Road Commission Funds.

**Commitment Level:** 80% state up to \$288,000 and the balance by the Jackson County Road Commission; based on estimate.

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

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49203.

\* Denotes a non-standard contract/amendment

37. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2009-5113) between MDOT and the City of St. Johns will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Highway M-21 (State Street) from the west city limits easterly approximately 960 feet.

Estimated Funds:

State Restricted TED Funds	\$120,000
City of St. Johns Funds	\$ 35,700
Total Funds	<u>\$155,700</u>

EDA 19522 – 105874; Clinton County  
 Local Letting

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

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

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

**Funding Source:** State TED Funds and City of St. Johns Funds.

**Commitment Level:** 80% state up to \$120,000 and the balance by the City of St. Johns; based on estimate.

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

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 48879.

38. - HIGHWAYS (Maintenance) – State Trunkline Maintenance  
 198. Contracts between MDOT and the following municipalities will provide for statewide trunkline maintenance services to be performed for a five-year period. The contracts will be in effect from October 1, 2009, through September 30, 2014.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. These maintenance contracts were not competitively bid but were negotiated with the local units of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c).

These contracts are on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the municipalities on a quarterly basis to be approved by the Regions. Actual work is planned by the Regions in cooperation with the municipalities. In general, the total amounts for the maintenance budgets are based on legislative appropriations; the Regions establish and administer the individual municipal budgets. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If the services are not performed, the trunklines will not be properly maintained. These contracts provide for the construction, improvement, and maintenance of state trunkline highways. These contracts are critical to keep the roadways safe for traveling motorists.

**Purpose/Business Case:** To establish maintenance contracts between MDOT and the municipalities to provide for the construction, improvement, and maintenance of state trunkline highways.

**Benefit:** These contracts will provide for the most cost-effective and efficient way of delivering essential maintenance services to these cities.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The contracts will be in effect for five years.

**Risk Assessment:** Failure to perform routine maintenance could result in an unsafe travel environment.

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

**Selection:** N/A.

**New Project Identification:** These are new five-year maintenance contracts.

**Zip Code:** 48909.

Contract Municipalities

38.	City of Adrian	2009-0238
39.	City of Albion	2009-0239
40.	City of Allegan	2009-0240
41.	City of Alma	2009-0241
42.	Village of Almont	2009-0242
43.	City of Alpena	2009-0243
44.	City of Ann Arbor	2009-0244
45.	Village of Athens	2009-0245
46.	City of Au Gres	2009-0246
47.	City of Bad Axe	2009-0247
48.	City of Bangor	2009-0248
49.	City of Battle Creek	2009-0249
50.	City of Bay City	2009-0250
51.	Village of Bellevue	2009-0251
52.	City of Benton Harbor	2009-0252
53.	Village of Berrien Springs	2009-0253
54.	City of Bessemer	2009-0254
55.	City of Big Rapids	2009-0255
56.	Village of Blissfield	2009-0256
57.	Bloomfield Twp	2009-0257
58.	Village of Breckenridge	2009-0258
59.	City of Brown City	2009-0259
60.	City of Cadillac	2009-0260
61.	City of Calumet	2009-0261
62.	Village of Caro	2009-0262
63.	City of Carson City	2009-0263

\* Denotes a non-standard contract/amendment

64.	Village of Carsonville	2009-0264
65.	Village of Caseville	2009-0265
66.	Village of Cass City	2009-0266
67.	City of Center Line	2009-0267
68.	City of Charlevoix	2009-0268
69.	City of Charlotte	2009-0269
70.	City of Cheboygan	2009-0270
71.	Village of Chelsea	2009-0271
72.	Village of Chesaning	2009-0272
73.	City of Clare	2009-0273
74.	Clinton Township	2009-0274
75.	City of Clio	2009-0275
76.	City of Coldwater	2009-0276
77.	City of Crystal Falls	2009-0277
78.	City of Davison	2009-0278
79.	City of Dearborn	2009-0279
80.	City of Dowagiac	2009-0281
81.	City of East Lansing	2009-0282
82.	City of East Tawas	2009-0283
83.	City of Eastpointe	2009-0284
84.	City of Eaton Rapids	2009-0285
85.	City of Ewart	2009-0286
86.	City of Farmington	2009-0287
87.	City of Farmington Hills	2009-0288
88.	Village of Farwell	2009-0289
89.	City of Fennville	2009-0290
90.	City of Fenton	2009-0291
91.	City of Ferndale	2009-0292
92.	City of Flint	2009-0293
93.	City of Frankenmuth	2009-0294
94.	City of Fremont	2009-0295
95.	City of Gaylord	2009-0296
96.	City of Gladstone	2009-0297
97.	City of Grand Haven	2009-0298
98.	City of Grand Ledge	2009-0299
99.	City of Grand Rapids	2009-0300
100.	City of Greenville	2009-0301
101.	City of Hancock	2009-0302
102.	City of Harbor Beach	2009-0303
103.	City of Harbor Springs	2009-0304
104.	City of Hillsdale	2009-0305
105.	City of Houghton	2009-0306
106.	City of Howell	2009-0307
107.	City of Hudson	2009-0308
108.	City of Iron River	2009-0309
109.	City of Iron Mountain	2009-0310
110.	City of Ironwood	2009-0311
111.	City of Ishpeming	2009-0312

\* Denotes a non-standard contract/amendment

112.	City of Ithaca	2009-0313
113.	City of Jackson	2009-0314
114.	Village of Jonesville	2009-0315
115.	City of Kalamazoo	2009-0316
116.	City of Kingsford	2009-0317
117.	City of Lake City	2009-0318
118.	Village of Lake Linden	2009-0319
119.	Village of Lake Odessa	2009-0320
120.	City of Lansing	2009-0321
121.	City of Lapeer	2009-0322
122.	Village of Laurium	2009-0323
123.	City of Litchfield	2009-0324
124.	City of Lowell	2009-0325
125.	City of Ludington	2009-0326
126.	City of Mackinac Island	2009-0327
127.	Mackinac Island State Park Commission	2009-0328
128.	City of Manistee	2009-0329
129.	City of Manistique	2009-0330
130.	City of Marine City	2009-0331
131.	City of Marlette	2009-0332
132.	City of Marquette	2009-0333
133.	City of Marshall	2009-0334
134.	City of Menominee	2009-0335
135.	Village of Merrill	2009-0336
136.	City of Midland	2009-0337
137.	Village of Millington	2009-0338
138.	City of Monroe	2009-0339
139.	City of Montrose	2009-0340
140.	City of Mount Clemens	2009-0341
141.	City of Mount Pleasant	2009-0342
142.	City of Munising	2009-0343
143.	City of Muskegon	2009-0344
144.	Village of Nashville	2009-0345
145.	City of Negaunee	2009-0346
146.	Village of Newberry	2009-0347
147.	City of Niles	2009-0348
148.	Village of North Branch	2009-0349
149.	City of Norway	2009-0350
150.	Village of Ontonagon	2009-0351
151.	City of Otsego	2009-0352
152.	City of Owosso	2009-0353
153.	Village of Paw Paw	2009-0354
154.	Village of Peck	2009-0355
155.	City of Petoskey	2009-0356
156.	Village of Pigeon	2009-0357
157.	City of Pleasant Ridge	2009-0358
158.	City of Pontiac	2009-0359
159.	City of Port Huron	2009-0360

\* Denotes a non-standard contract/amendment

160.	City of Portland	2009-0361
161.	Village of Quincy	2009-0362
162.	City of Reed City	2009-0363
163.	Village of Reese	2009-0364
164.	City of Richmond	2009-0365
165.	City of Rochester	2009-0366
166.	City of Rogers City	2009-0367
167.	City of Rose City	2009-0368
168.	City of Royal Oak	2009-0369
169.	City of Roseville	2009-0370
170.	City of Saginaw	2009-0371
171.	City of Saline	2009-0372
172.	City of Sandusky	2009-0373
173.	City of Sault Ste. Marie	2009-0374
174.	City of Scottville	2009-0375
175.	City of Southfield	2009-0376
176.	Village of South Range	2009-0377
177.	City of South Haven	2009-0378
178.	City of Springfield	2009-0379
179.	Village of Spring Lake	2009-0380
180.	City of St. Clair	2009-0381
181.	City of St. Ignace	2009-0382
182.	City of St. Joseph	2009-0383
183.	City of St. Louis	2009-0384
184.	City of Sterling Heights	2009-0385
185.	City of Sturgis	2009-0386
186.	City of Swartz Creek	2009-0387
187.	City of Tawas City	2009-0388
188.	City of Tecumseh	2009-0389
189.	City of Three Rivers	2009-0390
190.	City of Traverse City	2009-0391
191.	Village of Unionville	2009-0392
192.	City of Vassar	2009-0393
193.	City of Wakefield	2009-0394
194.	City of Watervliet	2009-0395
195.	City of Wayne	2009-0396
196.	City of West Branch	2009-0397
197.	City of Whitehall	2009-0398
198.	City of Ypsilanti	2009-0399

199. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility  
Contract (2009-0418) between MDOT and the City of Ironwood will provide for the construction of a chemical storage facility in the City of Ironwood. The contract will be in effect from the date of award through two years. The contract amount will be \$250,000. Source of Funds: 71% State Restricted Trunkline Funds and 29% City of Ironwood Funds.

**Criticality:** Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility is not constructed, maintenance of the state trunklines and county roads will be delayed, which could result in unsafe road conditions.

**Purpose/Business Case:** To provide for the construction of a chemical storage facility in the City of Ironwood. The chemical storage building will be concrete wall with a capacity of approximately 350 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

**Benefit:** Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

**Funding Source:** 71% State Restricted Trunkline Funds and 29% City of Ironwood 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:** Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within the City of Ironwood. Failure to approve this contract and construct the facility would result in the lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

**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:** Construction of a new chemical storage facility.

**Zip Code:** 49938.

200. \*MACKINAC BRIDGE AUTHORITY – Increase Services and Amount

Contract (2008-0073/A1) between the Mackinac Bridge Authority and Northwest Design Group will provide for the performance of additional construction engineering services for the resurfacing of and deck repairs to the Mackinac Bridge and will increase the contract amount by \$45,943.40. The additional services include inspection, testing, project administration, hot mix asphalt (HMA) quality assurance analysis related to contractor performance, deck repair survey work, and HMA field permeability testing. The additional services are needed because of changes to the construction project scope and scheduling. The original contract provides for full construction engineering services to be performed for the removal of the existing hot mix asphalt (HMA) surface and the performance of deck and joint repairs, concrete curb and centermall repairs, and HMA surface paving of I-75 on the Mackinac Bridge in Mackinac and Emmet Counties. The contract term remains unchanged, July 18, 2008, through November 10, 2009. The revised contract amount will be \$443,643.10. Source of Funds: 100% Mackinac Bridge Authority Funds.

**Criticality:** The Mackinac Bridge needs to be resurfaced to protect the bridge decks and allow proper drainage. The construction engineering services are required for the construction project. The additional services are needed because of changes to the construction project scope and scheduling.

**Purpose/Business Case:** To provide for additional construction engineering services to be performed for the resurfacing of and deck repairs to the Mackinac Bridge. The additional services include inspection, testing, administration work, HMA quality assurance analysis related to contractor performance, deck repair survey work, and HMA field permeability testing.

**Benefit:** Will ensure compliance with Mackinac Bridge Authority plans and specifications and applicable state and federal regulations.

**Funding Source:** 100% Mackinac Bridge Authority Funds.

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

**Risk Assessment:** If this amendment is not approved, the project may not have adequate construction engineering oversight, which could result in substandard work, unsafe bridge conditions, and violations of state and federal regulations.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed services.  
**Selection:** N/A for amendment; qualifications-based for original contract.  
**New Project Identification:** This is a rehabilitation project.  
**Zip Code:** 49781.

201. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z28/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will extend the authorization term by one year to provide sufficient time for CATA to complete the project. The project has been delayed because securing sufficient funding to complete the purchase of large buses and the Intelligent Transportation System (ITS)/automated vehicle locator (AVL) equipment is taking longer than anticipated. The original authorization provides state matching funds for CATA's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from June 26, 2006, through June 25, 2010. The authorization amount remains unchanged at \$3,217,500. The toll credit amount remains unchanged at \$148,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,722,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$495,000.

**Criticality:** Approval of this revision is critical to allow CATA to provide more efficient transportation services.  
**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for CATA to secure funding to complete the purchase of large buses and the ITS and AVL equipment.  
**Benefit:** Increased public safety through improved transportation infrastructure.  
**Funding Source:** FTA Funds - \$2,722,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$495,000.  
**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:** 48910.

202. PASSENGER TRANSPORTATION - Surface Transportation Program

Project Authorization Revision (Z42/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will extend the authorization term by one year to provide sufficient time for MTA to complete the Intelligent Transportation System (ITS) project. Due to the technical nature of the project, the system design phase took longer than anticipated. Additional time is required for vehicle installation, system testing, and employee training. The original authorization provides state matching funds for MTA's FY 2002/FY 2003 Surface Transportation Program grant. The revised authorization term will be from June 13, 2006, through June 12, 2010. The authorization amount remains unchanged at \$3,098,520. The toll credit amount remains unchanged at \$110,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,659,260; FY 2007 State Restricted Comprehensive Transportation Funds - \$443,704; MTA Funds - \$995,556.

**Criticality:** Approval of this project authorization is critical to allow MTA to complete the ITS project, which will lead to more efficient transportation service.

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

**Benefit:** Increased public safety through improved infrastructure.

**Funding Source:** FTA Funds - \$1,659,260; FY 2007 State Restricted Comprehensive Transportation Funds - \$443,704; MTA Funds - \$995,556.

**Commitment Level:** Authorization amount is based on cost estimates.

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

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

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48503.

203. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z17/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. Before spending designated funds from this authorization on the signage line item, SMART is using funds from an older grant to acquire as much bus route signage as possible. Coordinating the funding obligation has delayed completion of the signage project. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be July 1, 2004, through June 30, 2010. The authorization amount remains unchanged at \$15,904,739. 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 - \$12,723,791; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$3,180,948.

**Criticality:** Approval of this revision is critical because the agency has ongoing vendor expenses that must be paid in order to complete the project.

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

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$12,723,791; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$3,180,948.

**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.

204. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization (Z19) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide federal funds of \$101,768, MDOT matching funds of \$101,768, Michigan Department of Human Services (MDHS) funds of \$550,000, and Michigan Department of Energy, Labor and Economic Growth (MDELEG) funds of \$550,000 for MTA's FY 2009 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant. This program provides work-related transportation to Genesee County residents accessing jobs in Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee Counties. The authorization will be in effect from February 27, 2009, through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,303,536. 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 - \$101,768; FY 2009 State Restricted Comprehensive Transportation Funds - \$101,768; MDHS Funds - \$550,000; MDELEG Funds - \$550,000.

**Criticality:** Approval at this time is critical to allow MTA to continue to provide transportation to work service for Genesee County residents.

**Purpose/Business Case:** To provide state matching funds for MTA's FY 2009 Federal Section 5316 JARC Program grant for transportation to work services for Genesee County residents accessing jobs in Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee Counties.

**Benefit:** Increased public transportation services.

**Funding Source:** FTA Funds- \$101,768; FY 2009 State Restricted Comprehensive Transportation Funds - \$101,768; MDHS Funds - \$550,000; MDELEG Funds - \$550,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** If this authorization is not approved, federal funds may be lost and needed transportation to work services may not be provided.

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

**Selection:** N/A.

**New Project Identification:** This is a continuation of previous years' JARC Program.

**Zip Code:** 48503.

205. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z7) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in East Lansing, will provide federal funds and local matching funds under MDOT's FY 2009 Federal Section 5304 State Planning and Research Program grant for a statewide transit conference geared toward advancing public transit in the State of Michigan; for frontline training for drivers, dispatchers, and supervisors; for a vehicle and equipment seminar to provide training for maintenance staff; and for a bus roadeo to showcase small bus drivers' driving skills and knowledge. The authorization will be in effect from October 1, 2008, through September 30, 2009. 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 \$56,464. The term of the master agreement is from March 30, 2007, 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 - \$45,171; MPTA Funds - \$11,293.

**Criticality:** Approval of this authorization is critical because it will provide funding for safety training for drivers, dispatchers, maintenance employees, and other transit personnel, providing them with the most up-to-date safety techniques, and for other transit-related seminars on topics critical to transit operations.

**Purpose/Business Case:** To provide funding under MDOT's FY 2009 Federal Section 5304 State Planning and Research Program grant for a statewide transit conference geared toward advancing public transit in the state of Michigan; frontline training for drivers, dispatchers, and supervisors; a vehicle and equipment seminar that provides training for maintenance staff; and a bus roadeo that showcases small bus drivers' driving skills and knowledge.

**Benefit:** Improved transportation services.

**Funding Source:** FTA Funds -\$45,171; MPTA Funds - \$11,293.

**Commitment Level:** Authorization amount is based on cost estimates.

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

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

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

206. PASSENGER TRANSPORTATION – Transit System Performance Measures

Project Authorization (Z8) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in Ingham County, will provide state funds for management of a project to identify appropriate sub-objectives, standards, and measures to be used to determine the overall condition and performance of Michigan's transit system. The standards and measures established by this project will serve both the local transit industry and MDOT and will provide MDOT with usable information to report the condition of Michigan's transit system as part of its overall transportation condition reporting. The project is 100 percent state funded. The authorization will be in effect from May 5, 2009, through May 4, 2010. The authorization amount will be \$100,000. The term of the master agreement is from March 30, 2007, 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 2009 State Restricted Comprehensive Transportation Funds - \$100,000.

**Criticality:** Approval of this authorization is critical to developing a system of standards and measures to indicate the condition and performance of Michigan's statewide transit system.

**Purpose/Business Case:** To provide state funds to MPTA for management of a performance measurement project.

**Benefit:** Will allow the transit industry and MDOT to report the condition and performance of the statewide transit system.

**Funding Source:** FY 2009 State Restricted Comprehensive Transportation Funds - \$100,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is not being able to report on the condition of the statewide transit system.

**Cost Reduction:** The development of a measurement system will provide additional data for use in future project selection.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

207. \*PASSENGER TRANSPORTATION - Interagency Agreement

**Retroactive Contract** (2009-0206) between MDOT and the Michigan Department of Human Services (MDHS) will transfer \$550,000 of FY 2009 funds from MDHS to MDOT to fund transportation to work services in Genesee County (217 days retroactive). This program is an instrumental component of Michigan's welfare reform efforts. MDOT, MDHS, and the Michigan Department of Energy, Labor & Economic Growth (MDELEG) will each provide funds to be used with the Flint Mass Transportation Authority's FY 2009 Federal Section 5316 Job Access and Reverse Commute Program grant. The contract will be in effect from October 1, 2008, through September 30, 2009. The contract amount will be \$550,000. Source of Funds: MDHS Funds - \$550,000.

This contract is retroactive as MDOT did not receive the contract documents from MDHS until December and then new federal requirements needed to be understood and agreed to by the Mass Transportation Authority.

**Criticality:** MDHS, MDELEG, MDOT, and the Federal Transit Administration are all providing funds for this service that began on October 1, 2008. The MDHS funding is needed to ensure that the service is available to transport welfare recipients and low income individuals to their employment.

**Purpose/Business Case:** To provide MDHS FY 2009 funding of \$550,000 for transportation to work services in Genesee County.

**Benefit:** Will provide funds to transport welfare recipients and low income individuals to and from employment.

**Funding Source:** MDHS Funds - \$550,000.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** If this contract is not approved, needed transportation to work services may not be provided.

**Cost Reduction:** Pass-through grant from MDHS; amount is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is an ongoing program.

**Zip Code:** 48909.

208. \*PASSENGER TRANSPORTATION - Interagency Agreement

**Retroactive** Contract (2009-0207) between MDOT and the Michigan Department of Energy, Labor and Economic Growth (MDELEG) will transfer \$550,000 of FY 2009 funds from MDELEG to MDOT to fund transportation to work services in Genesee County (217 days retroactive). This program is an instrumental component of Michigan's welfare reform efforts. MDOT, MDELEG, and the Michigan Department of Human Services (MDHS) will each provide funds to be used as a portion of the match for the Flint Mass Transportation Authority's FY 2009 Federal Section 5316 Job Access and Reverse Commute Program grant. The contract will be in effect from October 1, 2008, through September 30, 2009. The contract amount will be \$550,000. Source of Funds: MDELEG Funds - \$550,000.

This contract is retroactive as MDOT did not receive the contract documents from MDLEG until December and then new federal requirements needed to be understood and agreed to by the Mass Transportation Authority.

**Criticality:** MDELEG, MDHS, MDOT, and the Federal Transit Administration are all providing funds for this service that began on October 1, 2008. MDELEG's funding is needed to ensure that the service is available to transport welfare recipients and low income individuals to their places of employment.

**Purpose/Business Case:** To provide MDLEG FY 2009 funding of \$550,000 for transportation to work services in Genesee County.

**Benefit:** Will provide funds to transport welfare recipients and low income individuals to and from employment.

**Funding Source:** MDELEG Funds - \$550,000.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** If this contract is not approved, needed transportation services may not be provided.

**Cost Reduction:** Pass-through grant from MDELEG; amount is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is an ongoing program.

**Zip Code:** 48909.

209. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2007-0599/A2) between MDOT and Center for Automotive Research will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The contract was delayed because of programmatic issues at the federal level. The original contract provides for assistance in the development of Intelligent Transportation System (ITS) strategies and coordination with the automotive and telecommunications industries. The revised contract term will be July 13, 2007, through September 30, 2010. The contract amount remains unchanged at \$875,000. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The amendment will provide sufficient time for CAR to complete the requirements of the contract. The contract provides for continued assistance in the development of strategic planning tools for ITS. The services help Michigan to maintain its place as a leader in Vehicle Infrastructure Integration (VII).

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for CAR to complete the services. The contract provides for assistance in the development of ITS strategies and coordination with the automotive and telecommunications industries.

**Benefit:** Will provide sufficient time for the consultant to complete the services. The contract provides for the continued development and deployment of ITS and VII technologies in Michigan to improve roadway safety and mobility and help Michigan to retain its role as a leader in ITS and VII research and deployment.

**Funding Source:** 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

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

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If this amendment is not approved, the consultant cannot complete the services, an opportunity could be lost to develop and deploy ITS and VII technologies in Michigan to improve roadway safety and mobility, and Michigan could risk losing its leadership role in ITS and VII technology development and deployment.

**Cost Reduction:** N/A.

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

**New Project Identification:** This is not a new project.

**Zip Code:** 48108.

210. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2007-0798/A2) between MDOT and Alfred Benesch & Company will extend the contract term by four months to provide sufficient time for the consultant to complete the services. The additional time is needed because of facility scheduling delays and municipal public hearing notification requirements. The original contract provides for the development of a comprehensive access management plan for the M-24/Main Street corridor within the city limits of the City of Lapeer, Lapeer County. The revised contract term will be October 1, 2007, through April 30, 2009. The contract amount remains unchanged at \$68,016.98. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This amendment was previously approved by the State Administrative Board at its December 2, 2008, meeting with an incorrect revised contract expiration date of December 31, 2008.

**Criticality:** Meeting the municipal public hearing requirement has resulted in more delays than originally anticipated. The Lapeer Township Planning Commission was able to secure a meeting facility at no cost to this project but encountered scheduling difficulties that resulted in a delay of the first public information meeting. A second public information meeting and a public hearing must be held.

**Purpose/Business Case:** To extend the contract term by four months to provide sufficient time for required meetings to be held and for the consultant to complete the comprehensive corridor access management plan.

**Benefit:** The additional time will allow the required meetings to take place and the consultant to complete a comprehensive corridor access management plan that takes all parties' needs into account. MDOT is constructing M-24 south of the City of Lapeer as a boulevard cross-section because residential development is gradually moving north from Oakland County. This will increase traffic volumes along M-24 within the city, intensifying access demands along the route. A comprehensive access management plan will aid MDOT and the planning commission in the review of site plans for new and redeveloped sites.

**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 amendment is not approved, the consultant will not be able to complete the comprehensive access management plan, traffic congestion will continue to increase, and the number of traffic accidents will remain high.

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 48446.

211. \*TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2007-0798/A3) between MDOT and Alfred Benesch & Company will retroactively extend the contract term by five months to provide sufficient time for the consultant to complete the services (5 days retroactive). The additional time is needed because the Lapeer Township Planning Commission was unable to obtain plan reviews and comments from adjacent communities within the contract term. The original contract, which expired on April 30, 2009, provided for the development of a comprehensive access management plan for the M-24/Main Street corridor within the city limits of the City of Lapeer, Lapeer County. The revised contract term will be October 1, 2007, through September 30, 2009. The contract amount remains unchanged at \$68,016.98. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This amendment is retroactive because the Lapeer Township Planning Commission was unable to obtain adjacent community reviews within the contract term, and the MDOT project manager was informed of the need for additional time too late for an amendment to be processed before the contract expired.

**Criticality:** This contract was awarded before the Michigan Planning Enabling Act, with its requirement that adjacent communities be allowed 63 days to review and comment on master plans before master plan adoption, was enacted, so the review period was not taken into account when the project was scheduled.

**Purpose/Business Case:** To extend the contract term by five months to provide sufficient time for adjacent communities to complete their reviews and for the consultant to complete the comprehensive corridor access management plan.

**Benefit:** The additional time will allow the adjacent communities to complete their reviews and the consultant to complete a comprehensive corridor access management plan that takes all parties' needs into account. MDOT is constructing M-24 south of the City of Lapeer as a boulevard cross-section because residential development is gradually moving north from Oakland County. This will increase traffic volumes along M-24 within the city, intensifying access demands along the route. A comprehensive access management plan will aid MDOT and the planning commission in the review of site plans for new and redeveloped sites.

**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 amendment is not approved, the consultant will not be able to complete the comprehensive access management plan, traffic congestion will continue to increase, and the number of traffic accidents will remain high.

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 48446.

212. TRANSPORTATION PLANNING - Increase Services and Amount

Amendatory Contract (2008-0016/A3) between MDOT and Progressive AE will provide for the performance of additional services and will increase the contract amount by \$6,913. The additional work will include additional analysis and recommendations required for the rehabilitation of the boulevard roadway to address the existing median drives and intersections and the need for indirect turns. The additional services are required because the planned realignment of the boulevard section of M-21 has been postponed, and this section of M-21 will now be rehabilitated in its current boulevard configuration. The original contract provides for the development of a comprehensive corridor access management plan and a model access management ordinance for the M-121 corridor from I-196 to the I-196 business loop in Ottawa County. The contract term remains unchanged, November 7, 2007, through September 30, 2009. The revised contract amount will be \$123,071. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The original project was based on the premise that the boulevard section of M-21 from 80<sup>th</sup> Avenue east to 40<sup>th</sup> Avenue would be realigned to create a single four-lane roadway. Because of the state's current economic outlook, the decision was made to rehabilitate this section of M-21 in its current boulevard configuration and to pursue the realignment at a later date. As a result, additional analysis and recommendations are now required to address the existing median access drives that would have been removed as part of the realignment project and the need for indirect turns in the interim (existing) boulevard scenario.

**Purpose/Business Case:** To provide for additional analysis and recommendations required for the rehabilitation of the boulevard roadway to address the existing median drives and intersections and the need for indirect turns. The additional services are required because the planned realignment of the boulevard section of M-21 has been postponed, and this section of M-21 will now be rehabilitated in its current boulevard configuration. The access management study will now include recommendations for both the existing boulevard configuration (interim rehabilitation) and the future four-lane configuration (long-term rehabilitation).

**Benefit:** The interim recommendations will provide MDOT and the local communities with a clear guide for safe management of access points on the divided roadway until MDOT can realign the boulevard section of the roadway to create a single four-lane roadway.

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

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

**Risk Assessment:** If the amendment is not approved and the additional services are not performed, MDOT and the local communities will lack clear recommendations for managing the existing divided roadway, and an opportunity will be lost to address current congestion and safety issues, including the need for indirect turns.

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

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

**New Project Identification:** This is not a new project.

**Zip Code:** 49426.

213. \*TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2009-0417) between MDOT and the Midland County Road Commission will transfer jurisdiction of Meridian Road from the centerline of M-20/Isabella Road northerly to the current southern terminus of M-30 at the US-10 eastbound on-ramp, inclusive of the bridge over the Tittabawassee River, a distance of 4.83 miles. Jurisdiction will transfer from the Midland County Road Commission to MDOT upon the date of award of this MOU. This is a zero dollar MOU.

**Criticality:** Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is critical to the allocation of the limited funds available to road agencies for improvements. Following the transfer, part of Meridian Road will be part of M-30 and ranked as an important state highway.

**Purpose/Business Case:** To transfer jurisdiction of Meridian Road from the centerline of M-20/Isabella Road northerly to the current southern terminus of M-30 at the US-10 eastbound on-ramp, inclusive of the bridge over the Tittabawassee River.

**Benefit:** As a state trunkline, the subject roadway will be assigned the appropriate priority and resources, consistent with its statewide/regional function.

**Funding Source:** This is a zero dollar MOU.

**Commitment Level:** N/A.

**Risk Assessment:** If the jurisdictional transfer does not occur and the subject roadway remains under county jurisdiction, it might not receive appropriate resources and prioritization. This would place this important roadway at risk of deterioration.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48657.

**PRE APPROVALS**

**BID LETTING**

**STATE PROJECTS**

214. LETTING OF MAY 15, 2009 PREQUALIFICATION LEVEL  
PROPOSAL 0905602 \$ 51,985,000.00  
PROJECT AR1 39022-105128  
LOCAL AGRMT. 09-5099  
START DATE - 10 days after award  
COMPLETION DATE - MAY 09, 2012

1.90 mi of roadway reconstruction and widening, replacement of 4 bridges, construction of screening walls, retaining walls, drainage, maintenance of traffic, permanent signing, pavement markings, and traffic signal work on I-94 from east of Oakland Drive to east of Lovers Lane in the city of Portage, Kalamazoo County. This project includes a 5 year materials and workmanship pavement warranty.

This project is funded with American Recovery and Reinvestment Act funds.

10.00 % DBE participation required

**SUBCONTRACTS**

215. <b>G &amp; M Enterprises, Ltd. 19614 Eight Mile Road Southfield, MI 48075</b>	<b>Low Bid:</b> <b>1<sup>st</sup> Optional Year:</b> <b>2<sup>nd</sup> Optional Year:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$ 35,500.00</b> <b>\$ 35,500.00</b> <b>\$ 35,500.00</b> <b>\$ 37,959.60</b> <b>- 6.5%</b>
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**Description of Work: Street Sweeping and Pickup**

Approval is requested to authorize the St. Clair County Road Commission to award a subcontract for street sweeping on various trunklines throughout St. Clair County. Costs are based upon a set unit cost per mile, including bridge decks. This project has unknown quantities because services include call out sweeping. MDOT found the costs to be reasonable and competitive with the costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the debris on roadways will build up over time, disrupting proper drainage of state trunklines. The backup of drainage could lead to road flooding, which could result in costly repairs and hazardous road conditions.

**Purpose/Business Case:** To provide for street-sweeping with vacuum type equipment along state trunklines and barrier walls and for debris disposal on state trunklines in St. Clair County.

**Benefit:** Safer highways that are free from hazardous road obstructions.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** If work is not performed, the roadways could become hazardous.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48075

216.	<b>Subterranean Inc.</b>	<b>Low Bid:</b>	<b>\$ 35,400</b>
	<b>46450 Erb Drive</b>	<b>Optional 1<sup>st</sup> Year:</b>	<b>\$ 52,000</b>
	<b>Macomb, MI 48042</b>	<b>Optional 2nd Year:</b>	<b>\$ 52,000</b>

**Description of Work: Catch Basin Cleaning**

Approval is requested to authorize the St. Clair County Road Commission to award the two optional years of a subcontract for the provision of catch basin cleaning at various locations on State trunklines in Kent County and to increase the amount from \$35,400 to \$52,000 for the two optional years. The number of hours have been increased from 300 to 400 hours to provide for the entire cycle of catch basin cleaning, which was not completed last year. Costs are based upon a set unit cost per hour that remains fixed throughout the term of the contract. MDOT found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract with two optional years was awarded to the low bidder and approved by the State Administrative Board on June 17, 2008. The subcontract is in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the catch basins and tiles could plug, which could result in the backup of drainage on state trunklines. The backup of drainage could lead to road flooding, costly repairs, and hazardous road conditions.

**Purpose/Business Case:** This contract provides for catch basin vacuum cleaning with sewer jet and video equipment at various locations on state trunklines in St. Clair County.

**Benefit:** Will maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** Failure to perform this activity could result in plugged catch basins and tiles, drainage backups, and flooding of trunklines. This could lead to costly road repairs.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48042.

**EXTRAS**

217. **Extra 2009 - 34**

Control Section/Job Number: 82081-77973 MDOT Project

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

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

Contractor: Walter Toebe Construction Co.  
12001 Wall Street  
Wixom, MI 48393

Designed By: MDOT

Engineer's Estimate: \$1,225,663.22

Description of Project:

Structure replacement on M-153 (Ford Road) over Fellows Creek, Wayne County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	May 2, 2006	
Original Contract Amount:	\$1,200,000.00	
Total of Overruns/Changes (Approved to Date):	(28,038.25)	- 2.34%
Total of Extras/Adjustments (Approved to Date):	63,824.37	+ 5.32%
Total of Negative Adjustments (Approved to Date):	(2,449.96)	- 0.20%
<b>THIS REQUEST</b>	<b><u>141,476.06</u></b>	<b><u>+ 11.79%</u></b>
<b>Revised Total</b>	<b><u><u>\$1,374,812.22</u></u></b>	<b>+ 14.57%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.78% over the original budget for an **Authorized to Date Amount** of \$1,233,336.16.

Approval of this extra will place the authorized status of the contract 14.57% or \$174,812.22 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 11 r.2

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

**CM 11**

2007 Construction Season Maintaining		
Traffic Adjustment	1.000 LS @ \$16,302.46/LS	\$16,302.46
Concrete Subcontractor Delay Cost	1.000 LS @ \$659.99/LS	659.99
Equipment Hauling & Material Hauling/ Storage to & from Site	1.000 LS @ \$100,270.48/LS	100,270.48
HMA Subcontractor Delay Cost	1.000 LS @ \$1,976.19/LS	1,976.19
Labor Escalation Costs Due to Winter Shutdown	1.000 LS @ \$5,772.14/LS	5,772.14
Temp Barrier Price Adjustment		8,582.31
Winter Shutdown Traffic Control Adjustment	1.000 LS @ \$7,912.49/LS	7,912.49
<b>Total</b>		<b><u>\$141,476.06</u></b>

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

**CM 11**

Work Order No. 2 suspended all work on this project and required the contractor to demobilize from November 21 to June 1, 2007. This was initiated by the Engineer and TSC Manager because DTE had not relocated their facilities, which was preventing the contractor from building the bridge.

In a field meeting with MDOT on 10/11/06 DTE explained that multiple companies had utilities on the pole and DTE also had to create two separate projects internally, an overhead project and an underground project in order to relocate the lines. The representative from DTE estimated that this would take 10 to 12 weeks. This delay would have caused MDOT to pay the contractor extra costs associated with winter construction along with any downtime while waiting for DTE to complete their work.

The decision to suspend work created additional costs for maintaining traffic over the winter, hauling equipment and material that was to be used on the project onto and away from the job site, and increased material costs to the prime contractor and subcontractors. The prime contractor submitted force account records for review and traffic control adjustment costs. Officially the winter shutdown started on 11/21/2006 and ended on 6/18/2007. The project office evaluated all documentation and costs submitted by the prime contractor and made necessary corrections to arrive at the final price. This price was evaluated by the engineer and negotiated based upon sections 109.03 and 109.07 of the 2003 Standard Specifications for Construction. 89 days were considered 2007 work days in March through May based upon the MDEQ permit restrictions to avoid fish spawning periods in Fellows Creek.

This modification resolves work order #2 and is the final negotiation for compensation to be pursued by the contractor in relation to this work order. This also resolves all materials and subcontractor issues and compensation to be pursued in relation to work order #2.

The lump sum price for 2007 Construction Season Maintaining Traffic Adjustment was calculated using Formula 812-1, Unit price adjustment = A/B x C. The price is for both furnishing and operating applicable traffic control devices during the winter shut down. An approved extension of time is on file.

The concrete subcontractor absorbed additional costs due to the winter shutdown. This negotiated amount will compensate the subcontractor for all costs associated with this delay.

The Engineer suspended work on 11/21/06 until 6/18/07 due to a DTE utility conflict. The equipment hauling item covers the documented and reviewed force account records submitted by the contractor for the rental rates for the movement of the equipment on and off site as allowed for Payment for Increased Contractor Costs section 109.03 of the 2003 Standard Specifications of Construction and referenced section 109.07.E.2 of the 2003 Standard Specifications of Construction. This includes the costs of moving materials on and off site and also storage of materials that were required to be on site. Payment for materials was justified by documentation and force account records (109.07 of the 2003 Standard Specifications for Construction).

The HMA subcontractor absorbed additional costs due to the winter shutdown. This negotiated amount will compensate the subcontractor for all costs associated with this delay.

Labor increases for the winter shutdown were based on MITA wage publications for all trades involved in this project.

There was a temporary barrier price adjustment for the authorized extension of time due to DTE utility conflict per section 812.04.T. This includes 209 days for the winter shutdown and 87 days for 2007 construction.

The lump sum price for Winter Shutdown Traffic Control Adjustment was calculated using Formula 812-1, Unit price adjustment =  $A/B \times C$ . This price is for both furnishing and operating applicable traffic control devices during the 2007 Construction season. An approved extension of time is on file.

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 April 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on May 5, 2009.

**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, 76.86%; State Restricted Trunkline, 19.16%; Canton Township; 3.98%, 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:** 48187.

218. **Extra 2009 - 40**

Control Section/Job Number: 64609-90194 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: Hallack Contracting, Inc.  
4223 West Polk Road  
Hart, MI 49420

Designed By: Local Agency  
Engineer's Estimate: \$368,267.75

Description of Project:

0.51 mi of vertical curve modification and reconstruction including earth excavation, embankment, hot mix asphalt cold milling and paving, aggregate base, drainage improvements, and slope restoration on 192nd Avenue from Gale Road northerly to north of Warren Road, Oceana County.

Administrative Board Approval Date:	December 18, 2007	
Contract Date:	January 14, 2008	
Original Contract Amount:	\$343,245.68	
Total of Overruns/Changes (Approved to Date):	109,022.09	+ 31.76%
Total of Extras/Adjustments (Approved to Date):	34,200.00	+ 9.96%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>159,635.40</u></b>	<b><u>+ 46.51%</u></b>
<b>Revised Total</b>	<b><u>\$646,103.17</u></b>	<b>+ 88.23%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 41.72% over the original budget for an **Authorized to Date Amount** of \$486,467.77.

Approval of this extra will place the authorized status of the contract 88.23% or \$302,857.49 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

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

**CM 6**

Backfill, Swamp	5,936.000 Cyd @ \$6.00/Cyd	35,616.00
Excavation, Peat	5,936.000 Cyd @ \$5.00/Cyd	29,680.00
Embankment, CIP	2,642.000 Cyd @ \$3.00/Cyd	7,926.00
Excavation, Earth	2,642.000 Cyd @ \$3.00/Cyd	7,926.00
16" LKD Modified Subgrade	2,667.000 Syd @ \$6.20/Syd	16,535.40
BX 120060 Biaxial Grid	1,267.000 Syd @ \$7.08/Syd	8,970.36
Gt180 Geotextile	1,267.000 Syd @ \$1.42/Syd	1,799.14
2009 Traffic	1.000 LS @ \$1,750.00/LS	1,750.00
HMA 3C – Special	75.000 Ton @ \$231.00/Ton	17,325.00
HMA 4C – Special	60.000 Ton @ \$237.00/Ton	14,220.00
HMA Patching	450.000 Ft @ \$18.75/Ft	8,437.50
Settlement Repairs – Special	630.000 Syd @ \$15.00/Syd	9,450.00
<b>Total</b>		<b><u>\$159,635.40</u></b>

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

**CM 6**

The MDOT resident engineer noted at the preconstruction meeting that some of the soils on the project needed to be addressed. The concern was with the peat material shown on some of the borings. The project was set up to have all of the earth excavation and embankment items included in the pay item for roadway grading to the grade line shown on the cross section. Since the peat and other soft soils were below this line, several other techniques would be needed to address the soils. It was determined that peat material would need to be removed and replaced with suitable material. This extra work was needed between stations 292+00 and 296+00 on 192<sup>nd</sup> Avenue and also between stations 1+35 to 3+60 on Warren Street. In areas that contained stable soils below the grade line but had underlying peat material, an excavation item was set up to remove this material and replace it with an embankment item. Once this material was removed, the peat would be removed using peat excavation and replaced using swamp backfill. This work was originally set up on contract modification 1 and now represents the amount needed to date. The extra cost for Backfill, Swamp; Excavation, Peat; Embankment, CIP and Excavation, Earth 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.

Several other areas on the project were also found which had soft soils but did not require peat excavation. To address these soils the engineer directed the contractor to use a couple of different methods. If the soils were just wet and shallow and really only needed to be dried out they would use lime kiln dust to remove the moisture from the soils. If the wet soils were deeper, the contractor was directed to use a layered method of biaxial grid and a geotextile; this technique was recommended by a soils engineer retained by the local agency. The extra cost for 16" LKD Modified Subgrade; BX120060 Biaxial Grid and Gt180 Geotextile 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.

Traffic control signing was originally set up by the local agency; however, during the extension of time the traffic control signing will be supplied by the contractor. The extra cost for the 2009 Traffic is a budget amount that the engineer believes will be needed for the proper signage of the project. The cost was deemed reasonable based on the intended quantity of signing to be utilized this spring when compared to MDOT's Average Unit Prices. This amount was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction.

Following the completion of the project, several settlements developed on 192<sup>nd</sup> Avenue and in the Warren Street approach. This was despite all of the corrections noted above. The determination was made by the MDOT resident engineer and the project engineer to delay any permanent repairs until the spring of 2009 to ensure that any additional areas of concern had ample time to consolidate. A budgeted quantity of hot mix asphalt (HMA) items is being established on this contract modification to permit replacement of the pavement section as a part of the permanent repairs to be performed in the spring 2009. The actual final quantity will reflect field measured quantities, with an additional contract modifications anticipated to balance the item upon conclusion of the work. The contractor was also directed to temporarily patch the areas using the HMA patching item to hold the areas over until they can be permanently fixed in the spring. The extra cost for HMA 3C – Special; HMA 4C – Special; Settlement Repairs – Special and HMA Patching 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.

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 April 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on May 5, 2009.

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

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

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

**Funding Source:** FHWA, 90%; Oceana County, 10%, unless otherwise noted.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49421.

219. **Extra 2009 - 46**

Control Section/Job Number: 63003-83915 Local Agency Project

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

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

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

Designed By: Hubbell, Roth and Clark, Inc.  
Engineer's Estimate: \$1,175,801.80

Description of Project:

Bridge removal and replacement along with related approach work, including water main work, on Lincoln Road at Rouge River in the city of Birmingham, Oakland County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	September 11, 2007	
Original Contract Amount:	\$938,902.65	
Total of Overruns/Changes (Approved to Date):	(37,295.36)	- 3.97%
Total of Extras/Adjustments (Approved to Date):	117,974.24	+ 12.57%
Total of Negative Adjustments (Approved to Date):	(1.00)	+ 0.00%
<b>THIS REQUEST</b>	<b><u>24,152.74</u></b>	<b><u>+ 2.57%</u></b>
<b>Revised Total</b>	<b><u>\$1,043,733.27</u></b>	<b>+ 11.17%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.60% over the original budget for an **Authorized to Date Amount** of \$1,019,580.53.

Approval of this extra will place the authorized status of the contract 11.17% or \$104,830.62 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-174	3	\$78,006.87	11/18/08

Contract Modification Number(s): 5

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

**CM 5**

Winter Protection

\$24,152.74

**Total**

**\$24,152.74**

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

**CM 5**

Two things caused the delay in placing stonework on the bridge. Both were the result of large boulders in the subgrade, whose presence was unknown when the contract was let. These boulders interfered with the boring of the water main, which had to be installed as an open cut addressed in contract modification #3, causing the initial delay. The second delay was that the cofferdam, as originally bid, couldn't be installed because the contractor was unable to drive the sheeting through the boulders; the cofferdam was switched to temporary concrete barriers and addressed in contract modification #2. Due to these delays, the time of the year, and weather conditions, the engineer directed the contractor to provide winter protection for the project. The winter protection was needed to complete the fieldstone veneer. The extra cost for Winter Protection 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 April 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on May 5, 2009.

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

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

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

**Funding Source:** FHWA, 74.23%; State Restricted Trunkline, 13.918.15%; City of Birmingham, 11.86%, 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:** 48012.

220. **Extra 2009 - 47**

Control Section/Job Number: 81072-100029 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: Barrett Paving Materials, Inc.  
5800 Cherry Hill Road  
Ypsilanti, MI 48198

Designed By: MDOT  
Engineer's Estimate: \$1,413,521.21

Description of Project:

4.33 mi of hot mix asphalt cold milling, resurfacing and upgrading sidewalk ramps on I-94BL from Main Street to east of US-23 in the city of Ann Arbor, Washtenaw County. This project includes a 3 year pavement performance warranty.

Administrative Board Approval Date:	December 18, 2007	
Contract Date:	February 20, 2008	
Original Contract Amount:	\$1,550,550.00	
Total of Overruns/Changes (Approved to Date):	361,190.81	+ 23.29 %
Total of Extras/Adjustments (Approved to Date):	113,097.82	+ 7.29%
Total of Negative Adjustments (Approved to Date):	(635.00)	- 0.04%
<b>THIS REQUEST</b>	<b><u>52,053.12</u></b>	<b>+ 3.36%</b>
<b>Revised Total</b>	<b><u>\$2,076,257.75</u></b>	<b>+ 33.90%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 30.54% over the original budget for an **Authorized to Date Amount** of \$2,024,203.63.

Approval of this extra will place the authorized status of the contract 33.90% or \$525,706.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-002	3	\$34,452.33	01/20/09

Contract Modification Number(s): 7

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

**CM 7**

Curb Det – E Mod Landscape Wall	39.100 Ft @ \$42.40/Ft	\$1657.84
ADA Ramp Retro-Fit Sidewalk Ramps	30.000 Sft @ \$31.80/Sft	954.00
Damaged, Type C Lights	24.000 Ea @ \$10.00/Ea	240.00
Drainage Structure, Modified	1.000 Ea @ \$7,229.20	7,229.20
Grading, Extra Modified for ADA Ramps	140.000 Cyd @ \$222.71/Cyd	31,179.40
Traffic Signal City of Ann Arbor		10,000.00
Rem Spec Mrkg	596.000 Sft @ \$1.33/Sft	792.68
<b>Total</b>		<b><u>\$52,053.12</u></b>

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

**CM 7**

In order to meet the grades for the ADA ramps in some areas, a type E curb was used behind the sidewalk to act as a retaining wall for the property. The engineer directed the contractor to place the curb. This item was originally set up on contract modification 1 and is being increased to the amount currently needed for the project. The extra costs for Curb Det – E Mod Landscape Wall 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.

At some project locations the basements of buildings extended under the sidewalk. In these areas, new ramps could not be installed due to the basement extensions. The engineer directed the contractor to retrofit the ramps with truncated domes in these locations. The extra cost for ADA Ramp Retro-Fit Sidewalk Ramps 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 Price Index.

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 to which the light is mounted 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, Type C Lights, will reimburse the contractor for damaged lights at the rate of \$10 per light, which is the unit cost for replacement of this traffic control device.

A drainage issue was discovered on the project where water collected in the curb and also on the road. The engineer directed the contractor to place a drainage structure at the low point of the curb and install a sewer line to tie it into an existing manhole. The extra costs for Drainage Structure, Modified were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment, and materials needed to complete the work.

This project included installing ADA ramps. At some ramp locations the grade was much higher than the completed ramp and had to be knocked down and re-graded. The engineer directed the contractor to complete the additional grading. The extra cost for Grading, Extra modified for ADA Ramps 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 Price Index.

Part of the work on the project included working on the traffic signal loops. When the contractor tried to tie in the loops to the signals they found some of the handholes and conduit needed to be repaired. The City of Ann Arbor completed this work and submitted invoices to the contractor for the work. The extra costs for Traffic Signal city of Ann Arbor were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the invoices submitted by the city.

The project included placing ADA ramps but did not include the work item to remove the special markings associated with the ramps. The engineer directed the contractor to remove and replace the markings. The replacement items were already set up on the project but the removal item was not. The extra costs for Rem Spec Mrkg 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.

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 April 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on May 5, 2009.

**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:** 48105.

221. **Extra 2009 - 48**

Control Section/Job Number: 50011-103844 MDOT Project

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

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

Contractor: Ajax Paving Industries, Inc.  
830 Kirts Blvd., Suite 100  
Troy, MI 48084

Designed By: MDOT  
Engineer's Estimate: \$1,648,550.15

Description of Project:

3.26 mi of hot mix asphalt cold milling, patching, resurfacing, and pavement marking on M-53 from 15 Mile Road to 18 Mile Road in the city of Sterling Heights, Macomb County.

Administrative Board Approval Date:	August 19, 2008	
Contract Date:	September 3, 2008	
Original Contract Amount:	\$1,432,048.88	
Total of Overruns/Changes (Approved to Date):	493,256.42	+ 34.44%
Total of Extras/Adjustments (Approved to Date):	209,453.35	+ 14.63%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>9,396.94</u></b>	<b><u>+ 0.66%</u></b>
<b>Revised Total</b>	<b><u>\$2,144,155.59</u></b>	<b>+ 49.73%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 49.07% over the original budget for an **Authorized to Date Amount** of \$2,134,758.65.

Approval of this extra will place the authorized status of the contract 49.73% or \$712,106.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-030	5 r. 3	\$203,000.00	03/04/09

Contract Modification Number(s): 8 r. 1, 9

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

**CM 8**

Reg. Dry Pav't Marking 24" Stop Bar	1,354.000 Ft @ \$3.41/Ft	\$4,617.14
Reg. Dry Pav't Marking 6" Crosswalk	1,627.000 Ft @ \$0.997/Ft	1,622.12
Reg. Dry Pav't Marking Left Turn Arrow	28.000 Ea @ \$47.25/Ea	1,323.00
Reg. Dry Pav't Marking Only	28.000 Ea @ \$52.50/Ea	1,470.00
<b>Total</b>		<b><u>\$9,032.26</u></b>

**CM 9**

Damaged Type C Lights	18.000 Ea @ \$15.00/Ea	\$270.00
Sign Type A, Temp. Prism, Operated	18.000 Ft @ \$0.01/Ft	0.18
Sign Type, A Temp. Prism, Furnished	18.000 Ft @ \$5.25/Ft	94.50
<b>Total</b>		<b><u>\$364.68</u></b>

**Grand Total**

**\$9,396.94**

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

**CM 8**

Seasonal limitations prevented the use of the original Primerless Patterned Tape thereby requiring temporary pavement marking in its place. The permanent Primerless Patterned Tape will replace the temporary markings when the seasonal conditions allow for proper installation. The extra costs were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

**CM 9**

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 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 Type C 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.

Authorization is requested to add a Sign, Type A Temp. Prism, both Operated and Furnished, which was used during construction of the project but was not addressed in the bid tabs. These items were necessary for traffic control and the costs are in line with the contract unit prices for these items on other projects.

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

This Extra was recommended for approval by the State Transportation Commission at its April 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on May 5, 2009.

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

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

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

**Funding Source:** State Restricted Trunkline, 87.50%; City of Sterling Heights, 12.50%, unless otherwise noted.

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

**Risk Assessment:** 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:** 48313.

222. **Extra 2009 - 49**

Control Section/Job Number: 52555-76708 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Oberstar Inc.  
1900 Industrial Parkway  
Marquette, MI 49855

Designed By: Local Agency  
Engineer's Estimate: \$658,862.35

Description of Project:

1.37 mi of earth excavation, aggregate base, geogrid reinforcement, culverts, hot mix asphalt paving, and pavement marking on County Road 545 from County Road TY to Maplewood Road, Marquette County.

Administrative Board Approval Date:	July 1, 2008	
Contract Date:	July 10, 2008	
Original Contract Amount:	\$915,952.71	
Total of Overruns/Changes (Approved to Date):	49,644.11	+ 5.42%
Total of Extras/Adjustments (Approved to Date):	50,696.88	+ 5.53%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>10,875.00</u></b>	<b><u>+ 1.19%</u></b>
<b>Revised Total</b>	<b><u>\$1,027,168.70</u></b>	<b>+ 12.14%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.95% over the original budget for an **Authorized to Date Amount** of \$1,016,293.70.

Approval of this extra will place the authorized status of the contract 12.14% or \$111,215.99 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:

<b>CM 2</b>		
Pavement Cutting for Drainage	14,500.000 Ft @ \$0.75/Ft	\$10,875.00
<b>Total</b>		<b><u>\$10,875.00</u></b>

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

**CM 2**

At the direction of the engineer, the existing rutted and cracked bituminous surface was left in place; cuts were made down the center of each bituminous lane to break up the pavement surface to keep water from being trapped on the existing pavement surface. Making the cuts in the existing grade, as indicated in the plans, would have removed stabilized material and cut down to clay/unstable material, which would have called for undercuts throughout the entire project limits. This extra calls for the existing pavement to be cut to allow drainage and the placing of geotextile stabilization, aggregate base, and the HMA surface. The price is justified as per the approximate costs to complete the work compared to the costs in the contract; there is no MDOT Average Unit Price for this work.

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

This Extra is recommended for approval by the State Administrative Board on April 30, 2009.

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

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

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

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

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49885.

223. **Extra 2009 - 50**

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 mi 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):	(1,410,602.43)	- 5.24%
Total of Extras/Adjustments (Approved to Date):	2,420,138.31	+ 8.99%
Total of Negative Adjustments (Approved to Date):	(164,519.04)	- 0.61%
<b>THIS REQUEST</b>	<b><u>16,863.95</u></b>	<b>+ <u>0.06%</u></b>
<b>Revised Total</b>	<b><u>\$27,780,091.41</u></b>	<b>+ 3.20%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.14% over the original budget for an **Authorized to Date Amount** of \$27,763,227.46.

Approval of this extra will place the authorized status of the contract 3.20% or \$861,880.79 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
2008-016	42 r. 1	\$8,466.29	02/05/08
2008-076	51, 53	\$48,410.79	5/20/08
2008-084	52 r. 1, 54, 55	\$64,694.21	06/03/08
2008-121	56, 58, 59, 60 r. 1, 61, 62 r. 1	\$60,050.82	08/19/08
2008-142	63 r. 1	\$11,600.79	9/23/08
2008-188	65 r. 1, 66, 69	\$35,573.74	12/02/08
2009-008	67, 68	\$22,495.58	01/20/09

Contract Modification Number(s): 74

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

**CM 74**

**(83142A)**

4G Trench Undercuts at Ramp D Request for Change Order Number 44 \$4,828.40

**(45711A)**

End Section Toe Plate Extension 2,035.55

Project Cleanup Unbundled Coordination 1.000 LS @ \$10,000.00/LS 10,000.00

**Total**

**\$16,863.95**

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

**CM 74**

4G Trench Undercuts at Ramp D Request for Change Order #44 - On Beck Road at Ramp D the contractor had made some modifications to the existing cross section based upon direction 110 from the Project Office. Based upon the existing soil conditions, the contractor needed to complete 66 Cyds of Subgrade Undercutting and place 66 Cyds of Open Graded Drainage Course. The contractor based all cost on Time, Material, and Equipment Charges and included all allowable mark-ups per section 109.07 of the Standard Specifications for Construction. These documents were reviewed for accuracy and the final amount was accepted.

End Section Toe Plate Extension - Modifications were required due to "floating" end Sections after installation of the culvert sloped end sections. The plan elevations did not accommodate the sloped end sections. The amount negotiated was based upon force account record calculations for labor, materials, and equipment which were submitted by the contractor for evaluation. The contractor utilized section 109.07 to calculate the value of this work. The value was shared equally between the department and the Contractor.

Project Unbundled Coordination - This item will be utilized to resolve Request for Change order #10. There was a significant amount of debris within the Construction Influence Area that was not accessible to other contractor's due to the staging of the project and the nature of this project. This contract contains an "Unbundling Coordination Clause." This contractor was to work with 7 other contractors to coordinate the relocation of debris from the site during these shifts. Because eight contractors had to coordinate work within a 4 mile worksite, the site was not always accessible for clean-up. The break down is basically due to the contractual deficiency in the "Unbundling Coordination Clause" in these contracts.

It was difficult to coordinate these traffic switches within the congested work areas. The labor, equipment, and services were submitted by the contractor and were calculated utilizing Section 109.07 of the Standard Specifications for Construction. These were evaluated by the project Engineer. Payment was determined to be warranted for this work. This payment was negotiated in a meeting with the Resident Engineer, the Assistant Resident Engineer and the Contractor's Project Manager. The Contractor agreed that no additional costs would be pursued regarding the Request for Change Order #10 and other Unbundled Coordination Issues. The final amount was negotiated to approximately 80% of the contractor's original requested amount.

The Contractor and the Department are agreed that the negotiations achieved a fair result and that the acceptance of this modification prohibits the Contractor from pursuing any additional costs relating to the following 5 items:

Request for Change Order (RCO) #6 Remove Pavt Markings 6" or Greater  
RCO #10 Clean Up extra costs stage I  
RCO #19 Culvert Sloped EIS Toe Plate Extensions  
RCO #44 4G Undercuts @ Ramp D Beck Rd  
PROPOSAL LINE ITEM(s) 0100 Culvert Remove 24" to 48" and 1260 JT Plane of Weakness, DI.

The negotiated cost was based upon evaluation of force account records submitted per Section 109.07 of the 2003 Standard Specifications for Construction, review and scrutiny by the project office and negotiations of these records. After multiple unsuccessful attempts through written correspondences, based upon differing interpretations of the work that was completed, these items were negotiated by the Resident Engineer, the Assistant Engineer and the Contractor's Project Manager on 1/29/09. All parties came to an agreement to close-out these issues.

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 May 5, 2009.

**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:**

**45711A:** State Restricted Trunkline, 100%;

**75101A:** FHWA, 81.85%; State Restricted Trunkline, 18.15%;

**75117A:** FHWA, 80.00%; State Restricted Trunkline, 20.00%;

**83142A:** FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

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

**Risk Assessment:** 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.

224. **Extra 2009 - 51**

Control Section/Job Number: 41025-82763 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: Williams & Works, Inc.  
Engineer's Estimate: \$1,693,236.47

Description of Project:

Substructure repairs, partial pier, joint, and railing replacements, deck patching, and slope paving repairs to four structures on M-44 over I-96 and over Mid Michigan Railroad, and on M-37 over I-96 eastbound and westbound in the cities of Grand Rapids and Walker, Kent County.

Administrative Board Approval Date:	February 19, 2008	
Contract Date:	April 17, 2008	
Original Contract Amount:	\$1,562,261.41	
Total of Overruns/Changes (Approved to Date):	(279,594.27)	- 17.90%
Total of Extras/Adjustments (Approved to Date):	66,037.55	+ 4.23%
Total of Negative Adjustments (Approved to Date):	(9,249.13)	- 0.59%
<b>THIS REQUEST</b>	<b><u>41,330.68</u></b>	<b>+ 2.65%</b>
<b>Revised Total</b>	<b><u>\$1,380,786.24</u></b>	<b>- 11.61%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.26% under the original budget for an **Authorized to Date Amount** of \$1,339,455.56.

Approval of this extra will place the authorized status of the contract 11.61% or \$181,475.17 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2, 4

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

<b>CM 2</b>		
Conc Barrier, Temp, Adjusted	200.000 Ft @ \$5.35/Ft	\$1,070.00
Additional Traffic Control	8.000 Ea @ \$2,500.00/Ea	<u>20,000.00</u>
<b>Total</b>		<b><u>\$21,070.00</u></b>

<b>CM 4</b>		
Deck Joint, Rem Adjustment	213.440 Ft @ \$7.50/Ft	\$1,600.80
Downspout Repair	1.000 Ea @ \$1,112.14/Ea	1,112.14
Expansion Joint Device Gland Replacement	202.000 Ft @ \$86.87/Ft	17,547.74
<b>Total</b>		<b><u>\$20,260.68</u></b>
 <b>Grand Total</b>		 <b><u>\$41,330.68</u></b>

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

**CM 2**

Additional concrete barrier was necessary when relocating the concrete barrier wall for the second stage of construction, as required by the staging plans, but the item was not set up in the contract. Cost for the additional concrete barrier was determined by comparing average unit prices and contract prices for the concrete barrier furnished and operated and the price from the Contractor for the adjusted item was in line with those prices.

The additional traffic control was needed due to the unexpected poor condition of the S10 fascia and deck underside located above traffic lanes on I-96. These additional closures were required to prevent debris from falling from the deck into open traffic lanes during construction operations. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

**CM 4**

The Contractor requested incorporating the special provision for Removing Expansion Joint Devices and Construction Joints (using machine mounted hammers). Upon review of the work, MDOT allowed this Special Provision to be incorporated into the contract documents. Deck Joint, Rem Adjustment -This item was set up on Contract Modification #1 and is being balanced to the final quantity on this contract modification.

The downspout in the northwest quadrant of S10 (East Beltline over 1-96) was found to be severely deteriorated and was causing a washout at the bottom of the slope. The deteriorated portion was replaced with new CMP and was tied into the existing headwall. Downspout Repair was compared to average unit prices and similar existing items within this contract and appears reasonable for the work performed.

The two existing expansion joint devices on S04 & S05 (Alpine Ave over 1-96) were determined to be in very good condition. Based on field review of the joints, it was determined to leave the existing devices in place and to only replace the rubber gland. This resulted in a decrease of 213 ft of the Deck Joint, Remove item and the Expansion Joint Device item and the establishment of this item. The change yielded a savings of approximately \$41,000 to the project. Expansion Joint Device Gland Replacement was compared to average unit prices and similar existing items within this contract and appears reasonable for the work performed.

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 May 5, 2009.

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

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

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

**Funding Source:** FHWA, 80.00%; State Restricted Trunkline, 19.93%; City of Grand Rapids, 0.07%, 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:** 49525.

### OVERRUNS

225. **Overrun 2009 - 11**

Control Section/Job Number: 55011-80179 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: Bacco Construction Company  
P.O. Box 458  
Iron Mountain, MI 49801

Designed By: MDOT  
Engineer's Estimate: \$2,196,239.25

Description of Project:

2.65 mi of hot mix asphalt cold milling and resurfacing, construction of hot mix asphalt passing relief lane, culvert and guardrail improvements on US-41 from south of Little River Bridge northerly to south of County Road 338, Menominee County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	November 6, 2007	
Contract Date:	November 8, 2007	
Original Contract Amount:	\$2,053,511.30	
Total of Overruns/Changes (Approved to Date):	205,351.13	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	85,783.41	+ 4.18%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>184,145.40</u></b>	<b>+ <u>8.97%</u></b>
<b>Revised Total</b>	<b><u>\$2,528,791.24</u></b>	<b>+ 23.14%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.18% over the original budget for an **Authorized to Date Amount** of \$2,344,645.84.

Approval of this overrun will place the authorized status of the contract 23.14% or \$475,279.94 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:

Excavation, Peat	21,870.00 Cyd @ \$4.22/Cyd	\$92,291.40
Backfill, Swamp	21,870.00 Cyd @ \$4.20/Cyd	<u>91,854.00</u>
<b>Total</b>		<b><u>\$184,154.40</u></b>

**Reason(s) for Overrun(s):**

This project was set up to include peat excavation and swamp backfill based on the soil borings and old plans. In the areas close to the soil borings, the existing peat matched very closely to what the soil borings indicated. In some of the other areas, the depth of the peat was greater than estimated and the peat had a very high moisture content. The additional depth and moisture allowed additional areas, outside the original excavation areas, to slip into the excavation. The areas that slipped into the excavation needed to be removed and replaced with swamp backfill. The engineer directed the contractor to remove the peat material and replace it with swamp backfill, causing an overrun in the original bid items Excavation, Peat and Backfill, Swamp.

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

This Overrun was recommended for approval by the State Transportation Commission at its April 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on May 5, 2009.

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

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** State Restricted Trunkline, 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:** 49893.

226. **Overrun 2009 - 12**

Control Section/Job Number: 25402-84673 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Ace Asphalt & Paving Co. Inc.  
115 South Averill Avenue  
Flint, MI 48506

Designed By: Wade Trim Associates, Inc.  
Engineer's Estimate: \$445,653.70

Description of Project:

1.25 mi of roadway crushing and shaping with hot mix asphalt resurfacing, ditching and culvert work on Coldwater Road from Deland Road to Johnson Road and from McKinley Road to Deland Road, Genesee County.

Administrative Board Approval Date:	October 16, 2007	
Contract Date:	October 24, 207	
Original Contract Amount:	\$423,614.86	
Total of Overruns/Changes (Approved to Date):	42,361.49	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	620.00	+ 0.15%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>6,096.88</u></b>	<b>+ <u>1.44%</u></b>
<b>Revised Total</b>	<b><u>\$472,693.23</u></b>	<b>+ 11.59%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.15% over the original budget for an **Authorized to Date Amount** of \$466,596.35.

Approval of this overrun will place the authorized status of the contract 11.59% or \$49,078.37 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, Modified	30.000 Ton @ \$85.00/Ton	\$2,550.00
HMA Base, Modified	62.500 Ton @ \$56.75/Ton	<u>3,546.88</u>
<b>Total</b>		<b><u>\$6,096.88</u></b>

**Reason(s) for Overrun(s):**

The increase in both the HMA Approach, Modified and the HMA Base, Modified was the result of the need for additional material required for wedging. The shoulder of the road was broken down in many areas where the cross slope did not match on either side of the road from the centerline. All of the additional material was required to bring the cross slope up to match the 2% on both sides of the road.

This Overrun is recommended for approval by the State Administrative Board on May 5, 2009.

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

**Purpose/Business Case:** This 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:**

**84673A:** FHWA, 80%; State Restricted Trunkline, 20%;

**84674A:** 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:** 48433.

227. **Overrun 2009 - 13**

Control Section/Job Number: 63043-89896 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: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: MDOT  
Engineer's Estimate: \$1,141,550.63

Description of Project:

0.28 mi of concrete and hot mix asphalt weave lane and road construction, guardrail, drainage, signals and existing Adams Road bridge removal in the cities of Rochester Hills and Auburn Hills, Oakland County. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	March 18, 2008	
Contract Date:	March 28, 2008	
Original Contract Amount:	\$764,542.53	
Total of Overruns/Changes (Approved to Date):	76,454.25	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	12,968.23	+ 1.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>75,012.53</u></b>	<b>+ <u>9.81%</u></b>
<b>Revised Total</b>	<b><u>\$928,977.54</u></b>	<b>+ 21.51%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.70% over the original budget for an **Authorized to Date Amount** of \$853,965.01.

Approval of this overrun will place the authorized status of the contract 21.51% or \$164,435.01 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:

Excavation, Earth	5,092.500 Cyd @ \$14.73/Cyd	\$75,012.53
<b>Total</b>		<b><u>\$75,012.53</u></b>

**Reason(s) for Overrun(s):**

The last Contract Modification for this project represents the final quantities as constructed and documented through the MDOT staked section method. The design quantities, as originally bid, omitted approximately 6,325 cubic yards of earth excavation that was needed to construct the project to the line and grades proposed on the plan-sheet typical. The construction field staff altered slopes and ditches, to the extent possible, in order to lessen the amount of overrun. As this project was primarily a demolition project in scope, which eliminated the old Adams Road grade-separation bridge, the total amount of the contract was relatively small. This caused the increase in earth excavation, by percentage, to have a large impact on the contract value.

This Overrun was recommended for approval by the State Transportation Commission at its April 30, 2009, meeting and is now recommended for approval by the State Administrative Board on May 9, 2009.

**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, 81.74%; State Restricted Trunkline, 16.43%; City of Rochester Hills, 1.83%, 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:** 48089, 48309, 48326.

228. **Overrun 2009 – 14**

Control Section/Job Number: 81062-59276 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: Walter Toebe Construction Co.  
P. O. Box 930129  
Wixom, MI 48393

Designed By: MDOT  
Engineer's Estimate: \$5,232,418.34

Description of Project:

21 bridges involving joint and header replacement, steel repairs, paint, deep overlay, rail and substructure repairs, concrete beams, pin and hangers, bridge approaches and maintaining traffic on I-94 in the city of Ann Arbor, townships of Pittsfield, Scio, Lima, Sylvan and Grass Lake, in Jackson and Washtenaw Counties.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 12, 2004	
Original Contract Amount:	\$5,542,499.37	
Total of Overruns/Changes (Approved to Date):	554,249.94	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	92,235.42	+ 1.66%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>322,507.88</u></b>	<b>+ <u>5.82%</u></b>
<b>Revised Total</b>	<b><u>\$6,511,492.61</u></b>	<b>+ 17.48%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.66% over the original budget for an **Authorized to Date Amount** of \$6,188,984.73.

Approval of this overrun will place the authorized status of the contract 17.48% or \$968,993.24 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Mrkg, Type R, 4 inch, White Temp	82,548.000 Ft @ \$1.25/Ft	\$103,185.00
Pavt Mrkg, Type R, 4 inch, Yellow Temp	91,226.000 Ft @ \$1.25/Ft	114,032.50
Bridge Barrier Railing, Reconstruct Portions	100.000 Ft @ \$250.0/Ft	25,000.00
Hand Chipping, Deep	150.000 Ft @ \$200.00/Ft	30,000.00
Latex Conc Surface, Rem	836.500 Syd @ \$60.12/Syd	<u>50,290.38</u>
<b>Total</b>		<b><u>\$322,507.88</u></b>

**Reason(s) for Overrun(s):**

The twenty-one bridges on this project are on I-94 in the city of Ann Arbor. Additional quantities of Pavt Mrkg, Type R, 4 inch, White Temp and Pavt Mrkg, Type R, 4 inch, Yellow Temp were needed to properly delineate the various drive lanes to ensure the safety of both the traveling public and the workers while the repairs were completed on these structures. This item was discussed with the TSC traffic engineer.

The item Bridge Barrier Railing, Reconstruct Portions was nearly double the amount originally planned because more and larger portions of the bridge barrier railings needed reconstruction than the amount which had been determined during scoping.

The item Hand Chipping, Deep was nearly double the planned amount because more and larger areas of the structures had multiple layers of latex concrete in the places hand chipping was needed, which is difficult to determine during scoping of older structures.

The item of Latex Conc Surface, Rem had to be increased due to the additional depth of multiple layers of the latex patches on the Jackson Ave bridges. Because of this extra depth, multiple passes were necessary for this removal item. On eastbound and westbound Jackson Ave over I94 the depth was between 5 to 7 inches.

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

This Overrun was recommended for approval by the State Transportation Commission at its April 30, 2009, meeting and is now recommended for approval by the State Administrative Board on May 5, 2009.

**Criticality:** These original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:**

**59276A:** FHWA, 80.00%; State Restricted Trunkline, 18.38%; City of Ann Arbor, 1.62%;

**59280A:** FHWA, 90.00%; State Restricted Trunkline, 9.74%; City of Ann Arbor, 0.26%, 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:** 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:** 48103, 48104, 48105, 48106, 48107, 48108, 48109, 48113, 48115, 48198.

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*  
*April 23, 2009*

Kirk T. Steudle  
Director

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Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of April 29, 2009. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting held April 29, 2009, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

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SECRETARY

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CHAIRPERSON