

# APPROVED

July 17, 2007

Michigan State  
Administrative Board

Lansing, Michigan

July 3, 2007

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, July 3, 2007, at 11:00 a.m.

Present: Kelly Keenan, Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson  
Walt Herzig, Chief of Staff, representing John Cherry, Lt. Governor  
Susan Leffler, Assistant Attorney General for Law, representing Michael A. Cox, Attorney General  
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer  
Joe Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State  
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation  
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction  
Sherry Bond, Secretary

Others Present:

Mark Hoffman, Department of History, Arts, and Libraries; Meagan Bryant, James Burris, Elise Lancaster, Deborah Roberts, TeAnn Smith, Department of Management and Budget; Mike Blackledge, Department of Transportation

1. CALL TO ORDER:

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

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

Mr. Pavona moved to approve the minutes of the regular meeting held on June 19, 2007. The motion was supported by Ms. Wolenberg and unanimously adopted.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

**Retention and Disposal Schedules:**

COUNTY OF BERRIEN, GIS Mapping, 7/3/2007

OCEANA COUNTY, INSPECTION DEPARTMENT, Building Inspection, 7/3/2007

DEPARTMENT OF COMMUNITY HEALTH,

Institutional Review Board, 7/3/2007

Medicaid Financial Management & Administrative Services, Long Term Care and  
Operations Support, 7/3/2007

Medical Services Administration,

Data Management Division, 7/3/2007

Managed Care Plan Division, 7/3/2007

Program Investigation Section, 7/3/2007

Program Review Division, 7/3/2007

Office of Services to the Aging,

Administration, 7/3/07

Community Services Division, 7/3/2007

Program and Partnership Development Division, 7/3/2007

Quality Operations Division, 7/3/2007

State Long Term Care Ombudsman, 7/3/2007

DEPARTMENT OF EDUCATION, Grants Coordination and School Support,  
7/3/2007

DEPARTMENT OF ENVIRONMENTAL QUALITY, Water Bureau, 7/3/2007

DEPARTMENT OF MANAGEMENT AND BUDGET, Office of Retirement Services,  
All Retirement Systems, 7/3/2007

DEPARTMENT OF STATE POLICE, Criminal Justice Information Center, 7/3/2007

DEPARTMENT OF TREASURY,

Customer Contact Division, 7/3/2007

Receipts Processing Division, 7/3/2007

VILLAGE OF LAKE ORION, Village Clerk, 7/3/2007

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

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

# APPROVED

July 3, 2007

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 **June 26, 2007** Those present being:

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

Member: Iris Lopez, representing Approved \_\_\_\_\_  
Attorney General Cox

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

Others: Kristi Broessel, Department of Community Health; Sherry Bond,  
Elise Lancaster, Craig B. Orr, Janet Rouse, Department of  
Management and Budget; Kris Squibb, Department of Natural  
Resources

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The Finance and Claims Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

**A G E N D A**

**FINANCE AND CLAIMS COMMITTEE**

June 26, 2007, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

July 3, 2007, 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 CONTRACTS**

Requests approval of the following:

1. DEPARTMENT OF COMMUNITY HEALTH

- |  |  |
|--|--|
| 1) Kalamazoo County Medical Control Authority<br>Kalamazoo, MI | \$ 400,000.00 Amendment<br>\$ 1,912,989.00 New Total<br><b>FY07</b> 100% Federal Funds<br>Additional funds for one-year grant to provide funding for the continuation of development of regional medical Bio-Defense Networks of hospitals, local medical control authorities, life support agencies and other health care providers |
| 2) Sinai Hospital of Detroit<br>Detroit, MI                    | \$ 40,570.00 Total<br><b>FY07</b> 100% Federal Funds<br>3-month grant agreement to provide funding for planning and initial implementation of HIV screening for adults and adolescents, ages 13-64 years of age  |
| 3) Center for Family Health<br>Jackson, MI                     | \$ 50,000.00 Total<br><b>FY07</b> 100% Federal Funds<br>3-month grant agreement to provide funding for planning and initial implementation of HIV screening for adults and adolescents, ages 13-64 years of age  |

1. DEPARTMENT OF COMMUNITY HEALTH continued

- 4) Hurley Medical Center \$ 50,000.00 Total  
Flint, MI **FY07** 100% Federal Funds  
3-month grant agreement to  
provide funding for planning  
and initial implementation of  
HIV screening for adults and  
adolescents, ages 13-64 years  
of age
- 5) St. John Hospital and Medical \$ 38,822.00 Total  
Center **FY07** 100% Federal Funds  
Detroit, MI 3-month grant agreement to  
provide funding for planning  
and initial implementation of  
HIV screening for adults and  
adolescents, ages 13-64 years  
of age
- 6) MI Association of Community \$ 384,500.00 Amendment  
Mental Health Boards \$ 1,047,150.00 New Total  
Lansing, MI **FY07** 89.97% Federal Funds  
10.03% State General Funds  
Additional funds for one-year  
grant agreement to provide  
funding for Michigan  
Association of Community  
Mental Health Boards to  
administer mental health  
training
- 7) Detroit Community Health \$ 29,217.00 Amendment  
Connection \$ 335,336.00 New Total  
Detroit, MI **FY07** 36% Federal Funds  
52% State General Funds  
12% Local Funds  
Additional funds for one-year  
grant agreement to provide  
funding for the reduction of  
unplanned pregnancies and  
maternal and infant deaths for  
low income women

1. DEPARTMENT OF COMMUNITY HEALTH continued

- 8) Planned Parenthood Centers of West MI, Inc. Grand Rapids, MI \$ 17,626.00 Amendment \$ 2,441,103.00 New Total **FY07** 40% Federal Funds 12% State Restricted Funds 48% Local Funds Additional funds for one-year grant agreement to provide funding for the reduction of unplanned pregnancies and maternal and infant deaths for low income women
- 9) Planned Parenthood of South Central MI Kalamazoo, MI \$ 470,899.00 Amendment \$ 1,853,415.00 New Total **FY07** 37% Federal Funds 4% State Restricted Funds 59% Local Funds Additional funds for one-year grant agreement to provide funding for the reduction of unplanned pregnancies and maternal and infant deaths for low income women
- 10) Planned Parenthood Ann Arbor, MI \$ 0.00 Amendment \$ 4,908,219.00 New Total **FY07** 34% Federal Funds 6% State Restricted Funds 60% Local Funds Funds shift from Local funds to Federal funds for one-year grant agreement to provide funding for the reduction of unplanned pregnancies and maternal and infant deaths for low income women

1. DEPARTMENT OF COMMUNITY HEALTH continued

- 11) Planned Parenthood of Southeast MI Detroit, MI \$ 0.00 Amendment \$ 1,936,572.00 New Total **FY07** 28% Federal Funds 5% State Restricted Funds 67% Local Funds Funds shift from Local funds to Federal funds for one-year grant agreement to provide funding for the reduction of unplanned pregnancies and maternal and infant deaths for low income women
- 12) Planned Parenthood of East Central MI Flint, MI \$ 130,154.00 Amendment \$ 1,370,031.00 New Total **FY07** 25% Federal Funds 10% State Restricted Funds 65% Local Funds Additional funds for one-year grant agreement to provide funding for the reduction of unplanned pregnancies and maternal and infant deaths for low income women
- 13) Munson Medical Center- Thomas Judd Center Traverse City, MI \$ 1,489.00 Amendment \$ 26,439.00 New Total **FY07** 100% Federal Funds Additional funds for one-year grant agreement to provide funding for rental housing to selected non-profits that will provide housing services and coordinate supportive services to qualified persons living with HIV/AIDS

1. DEPARTMENT OF COMMUNITY HEALTH continued

14) Southeastern Michigan Health Association  
Detroit, MI

\$ 195,305.00 Amendment  
\$ 14,528,467.00 New Total  
**FY07** 76.4% Federal Funds  
.9% State General Funds  
21.3% State Restricted Funds  
1.4% Other State Funds  
Additional funds for one-year grant agreement to provide funding for and allocates grant funding for various community health projects

2. DEPARTMENT OF EDUCATION

1) Shirley McKenzie  
Davison, MI

\$ 42,000.00 Total  
**FY07-10** 100% Local Funds  
To provide American Sign Language instruction at the School for the Deaf and Blind

Laura Smith  
Centerville, VA

\$ 46,200.00 Total  
**FY07-10** 100% Local Funds  
To provide American Sign Language instruction at the School for the Deaf and Blind

3. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) United States Department of Interior  
Lansing, MI

\$ 1,252,000.00 Amendment  
\$ 1,956,000.00 New Total  
**FY07-10** 100% Restricted  
Additional funds for a twenty-eight month extension of the grant for collection of ambient samples of Great Lakes tributary contaminate monitoring locations

2) Friends of the Detroit River  
Melvindale, MI

\$ 46,632.00 Total  
**FY07-08** 100% Federal Funds  
For the Source Identification in the Detroit River Area of Concern

3. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

- 3) Grand Valley State University  
Muskegon, MI
- \$ 59,860.00 Total  
**FY07-08** 100% Restricted  
For the Assessment of E. coli  
and Microcystins in Cladophora  
mats in the near shore waters  
of Grand Traverse Bay, Little  
Traverse Bay, and Saginaw Bay
- University of Michigan  
Ann Arbor, MI
- \$ 81,435.00 Total  
**FY07-08** 100% Restricted Funds  
For Quantifying the Air  
Sources of Mercury in  
Contamination of Water Bodies  
in Michigan
- 4) Ducks Unlimited, Inc  
Ann Arbor, MI
- \$ 40,000.00 Total  
**FY07** 100% Federal  
Wetland Program Grant to update  
the 1978 National Wetland  
Inventory using 1998 and 2005  
aerial imagery

4. DEPARTMENT OF LABOR & ECONOMIC GROWTH

- 1) Various grantees  
(Listing on file)
- \$ 100,000.00 Total  
**FY07-08** 100% Federal Funds  
Funding will be provided to the  
grantees to install and  
demonstrate a 10 kilowatt or  
larger solar photovoltaic  
system and to educate the  
public about photovoltaics and  
the benefits of renewable  
energy technology

5. DEPARTMENT OF NATURAL RESOURCES

- 1) Arthur Rylah Research  
Institute  
Heidelberg, Australia
- \$ 29,990.00 Total  
**FY07-08** 100% Restricted Funds  
Research contract to develop a  
bovine Tuberculosis model for  
Michigan free-ranging deer

**SECTION II. DMB CONTRACTS**

Requests approval of the following:

**NEW CONTRACTS**

6. DEPARTMENT OF CORRECTIONS

- |    |  |  |
|----|--|--|
| 1) | J. Weinstein & Sons<br>Fort Lauderdale, FL         | \$ 180,276.00 (3 years)<br><b>FY07</b> 100% Revolving Funds<br>071I7200018 Funds to cover<br>FY07 only for the Thermal Knit<br>Fabric contract for MSI |
| 2) | Michigan Milk Producers<br>Association<br>Novi, MI | \$ 4,536,000.00 (3 years)<br><b>FY07-10</b> 100% Revolving Funds<br>071I7200179 Raw Skim Milk for<br>MSI   |

7. DEPARTMENT OF MANAGEMENT AND BUDGET

- |    |   |   |
|----|---|---|
| 1) | Michigan State University<br>East Lansing, MI | \$ 75,605.00 (one-time)<br><b>FY07</b> 100% Restricted Funds<br>071R7200185 Miracle of Life<br>Exhibit for the Michigan State<br>Fair |
|----|---|---|

8. DEPARTMENT OF NATURAL RESOURCES

- |    |   |   |
|----|---|---|
| 1) | Road Machinery & Supplies<br>Company<br>Iron Mountain, MI | \$ 126,257.00 (One-Time)<br><b>FY07</b> 100% Restricted Funds<br>751R7201136/071I7200172<br>Excavator for Baraga State Park |
|----|---|---|

9. DEPARTMENT OF STATE

- |    |   |  |
|----|---|--|
| 1) | American Driver & Traffic<br>Safety Education Assoc.<br>Indiana, PA | \$ 50,500.00 (One-Time)<br><b>FY07</b> 97.4% Restricted Funds<br>2.6% General Funds<br>071I7200197 Driver Education<br>Curricula |
|----|---|--|

10. DEPARTMENT OF TREASURY

1) Starmine San Francisco, CA	\$ 360,000.00 (3 years) <b>FY07-10</b> 100% Restricted Funds 071I7200131 Wall Street Research Report Services
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**CONTRACT CHANGES**

11. DEPARTMENT OF EDUCATION

1) Michigan Public Health Institute Okemos, MI	\$ 0.00 Amendment \$ 220,000.00 New Total <b>FY07</b> 100% Federal Funds 071B6200170 To add certification of three additional National School Lunch Program requirements to the School Meals Training
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12. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Klean As A Whistle Franklin, MI	\$ 3,000.00 Amendment \$ 159,175.54 New Total <b>FY07</b> 63% Federal Funds 37% General Funds 071B4200268 Additional funds for the Janitorial Services contract for Department of Human Services in Wayne County
2) Patricia Boyer Sterling Heights, MI	\$ 39,500.00 Amendment \$ 197,500.00 New Total <b>FY07</b> 100% Restricted Funds 071B7200261 Additional funds for a six-month option to the contract for a Grounds Entertainment Coordinator for the Michigan State Fair

12. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- |    |   |   |
|----|---|---|
| 3) | SQS, Inc.<br>Canton, MI                         | \$ 200,000.00 Amendment<br>\$ 745,000.00 New Total<br><b>FY07-09</b> 100% Various Funds<br>071B5200039 Additional funds<br>for two one-year options to<br>the contract for Hazardous<br>Waste Services, Statewide                                   |
| 4) | The Berline Group, Inc.<br>Bloomfield Hills, MI | \$ 248,000.00 Amendment<br>\$ 850,008.95 New Total<br><b>FY07</b> 100% Restricted Funds<br>071B7200259 Additional funds<br>for a one-year option to the<br>contract for Advertising and<br>Public Relations Services for<br>the Michigan State Fair |

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

13. DEPARTMENT OF CORRECTIONS

- 1) Kirk Anderson #177725 \$149.99

The claimant (06-SAB/DOC-284) requests \$149.99 reimbursement for his coat that was lost while under the sole control of the Department. His mother purchased the coat for him. The Department recommends approval of \$9.00 for the depreciated value of his coat.

- 2) Muzaffar Ibn Ata #257848 \$ 19.39

The claimant (06-SAB/DOC-308) requests \$19.39 reimbursement for a weightlifting belt lost while under the sole control of the department. The Department recommends of approval of \$18.41 for the purchase price plus shipping.

13. DEPARTMENT OF CORRECTIONS continued

- 3) Charles Benson #150406 \$ 71.00

The claimant (06-SAB/DOC-364) requests \$71.00 reimbursement for store items missing while under the sole control of the Department. Since he only had the store items one day before they were packed up, the Department recommends approval of \$73.92 for this claim.

- 4) Brett Brooks #525043 \$ 22.30

The claimant (06-SAB/DOC-355) requests \$22.30 reimbursement for six packages of craft sticks missing from on order delivered to his facility. The Department recommends approval of \$20.09 for the purchase price plus shipping.

- 5) Daniel Brower #573062 \$ 11.50

The claimant (06-SAB/DOC-287) requests \$11.50 reimbursement for 2 towels and 2 wash cloths damaged while at MSI laundry. The Department recommends denial of this claim because the items are only discolored and he has not lost use of the items.

- 6) Denolius Cain #454302 \$ 22.00

The claimant (06-SAB/DOC-019) requests \$22.00 reimbursement for money taken from his account for damage to a book from the Branch County Library. The Department recommends denial because his account has been credited already.

- 7) Jimmie Campbell #130986 \$ 96.00

The claimant (06-SAB/DOC-311) requests \$96.00 reimbursement for his TV damaged while under the sole control of the Department. The Department recommends approval of this claim at residual value for \$8.05.

- 8) Jeffrey Carney #188923 \$ 2.86

The claimant (06-SAB/DOC-365) requests \$2.86 reimbursement for shower shoes destroyed by staff. The Department recommends approval of this claim.

13. DEPARTMENT OF CORRECTIONS continued

9) Mario Coleman #226433 \$275.00

The claimant (06-SAB/DOC-141) requests \$275.00 reimbursement for his personal eyeglasses destroyed by staff. The Department recommends approval of \$131.51 for the depreciated value of the two-year-old pair of eyeglasses.

10) Scott Davis #164006 \$ 38.00

The claimant (06-SAB/DOC-362) requests \$38.00 reimbursement for his TV damaged during transfer. The Department recommends approval of this claim at residual value for \$8.00.

11) Antoon Defrens #288313 \$ 18.00

The claimant (06-SAB/DOC-345) requests \$18.00 reimbursement for his tape player ordered and never received. The Department recommends approval of this claim.

12) Eric Ellis #301287 \$ 92.89

The claimant (06-SAB/DOC-041) requests \$92.89 reimbursement for his TV lost while under the sole control of the Department. The Department recommends denial of this claim.

13) Eric Ellis #301287 \$ 46.14

The claimant (06-SAB/DOC-294) requests \$46.14 reimbursement for postage to send his TV for repair. The Department recommends approval of this claim.

14) Lillian Fisher #263949 \$ 91.50

The claimant (06-SAB/DOC-309) requests \$91.50 reimbursement for her TV damaged while under the sole control of the department. The Department recommends approval of \$72.96 for the depreciated value of the one-year-old TV.

13. DEPARTMENT OF CORRECTIONS continued

15) Oscar Frisch, IV #244246 \$212.55

The claimant (06-SAB/DOC-325) requests \$212.55 reimbursement for monies taken from his account for restitution he did not owe. The Department recommends denial of this claim because there is no evidence to support that the Department was in error or contributed to the mistake.

16) William Gleason #185834 \$ 14.45

The claimant (06-SAB/DOC-327) requests \$14.45 reimbursement for his laundry ticket destroyed by staff. The Department recommends approval of this claim.

17) David Grillot #456590 \$265.28

The claimant (06-SAB/DOC-351) requests \$265.28 reimbursement for his typewriter, radio, and winter coat lost while under the sole control of the Department. The Department recommends approval of this claim for \$266.19.

18) Gerald Hessel #150163 \$ 18.55

The claimant (06-SAB/DOC-347) requests \$18.55 reimbursement for 3 pairs of boxer briefs and 1 wash cloth stolen while under the sole control of the Department. The Department recommends approval of this claim for \$11.02.

19) Larry Jensen #142117 \$ 44.61

The claimant (06-SAB/DOC-393) requests \$44.61 reimbursement for part of a hobbycraft order he never received. The Department recommends approval of this claim.

20) David Johnson #305318 \$ 41.90

The claimant (07-SAB/DOC-307) requests \$41.90 reimbursement for a store order he never received. The Department recommends approval of this claim.

13. DEPARTMENT OF CORRECTIONS continued

21) Donald Jones #189284 \$ 73.00

The claimant (06-SAB/DOC-331) requests \$73.00 reimbursement for his headphones, watch and work boots lost during transfer. The Department recommends approval of this claim at residual value for \$3.00.

22) Lawrence Krisel #404645 \$ 32.40

The claimant (06-SAB/DOC-185) requests \$32.40 reimbursement for three tapes he ordered but never received. The Department recommends approval of this claim.

23) Craig Lang #324596 \$ 30.00

The claimant (06-SAB/DOC-352) requests \$30.00 reimbursement for his radio and headphones ordered but never received. The Department recommends approval of this claim.

24) Robert Lockhart #221965 \$ 96.50

The claimant (06-SAB/DOC-350) requests \$96.50 reimbursement for his TV damaged while under the sole control of the Department. The Department recommends approval of this claim for \$108.50.

25) Arrontiff Mallory #262202 \$ 47.20

The claimant (06-SAB/DOC-188) requests \$47.20 reimbursement for work boots and a tape player that were destroyed by staff. The Department recommends approval of \$37.31 for this claim.

26) Ronnie Moore #221289 \$ 20.34

The claimant (06-SAB/DOC-370) requests \$20.34 reimbursement for his Access order he never received . The Department recommends approval of this claim.

13. DEPARTMENT OF CORRECTIONS continued

27) Larry Moorer #413055 \$ 21.01

The claimant (06-SAB/DOC-371) requests \$21.01 reimbursement for his order of file folders ordered from B&D Supplies and never received. The Department recommends approval of this claim.

28) Raymond Murray #249946 \$ 45.75

The claimant (06-SAB/DOC-348) requests \$45.75 reimbursement for his razor and other property sent to the wrong address and destroyed after it was returned to the facility. The Department recommends approval of this claim.

29) Sylvester Pearl #259863 \$101.34

The claimant (06-SAB/DOC-257) requests \$101.34 reimbursement for his sunglass and typewriter damaged while under the sole control of the Department. The Department recommends approval of \$95.00 for the repairs and shipping.

30) Jeral Peoples #253654 \$999.99

The claimant (06-SAB/DOC-183) requests \$999.99 reimbursement for his personal eyeglasses lost while under the sole control of the Department. The Department recommends denial of this claim because the theft was not the result of staff action/inaction or a violation of policy.

31) Luc Phan #458556 \$ 29.79

The claimant (06-SAB/DOC-353) requests \$29.79 reimbursement for his watch lost while under the sole control of the Department. The Department recommends approval of this claim at one year's depreciation for \$24.23 including shipping and handling.

32) Heather Pierce #403627 \$ 53.90

The claimant (06-SAB/DOC-346) requests \$53.90 reimbursement for gym shoes she ordered and never received. The Department recommends approval of this claim.

13. DEPARTMENT OF CORRECTIONS continued

33) Eric Posey #385686 \$ 4.95 or \$ 10.00

The claimant (06-SAB/DOC-312) requests \$4.95 or \$10.00 reimbursement for his King magazine lost while under the sole control of the Department. The Department recommends approval of \$4.95 for the value of the property.

34) Kimmet Rinard #256891 \$ 4.95

The claimant (06-SAB/DOC-372) requests \$4.95 reimbursement for one book destroyed by staff. The Department recommends approval of this claim for \$5.23.

35) Pedro Rubio-Reyes #270405 \$234.00

The claimant (06-SAB/DOC-299) requests \$234.00 reimbursement for his eyeglasses damaged while under the sole control of the Department. The Department recommends approval of \$187.20 for the residual value of his one-year-old glasses.

36) Marvin Sanders #162070 \$ 90.00

The claimant (06-SAB/DOC-324) requests \$90.00 reimbursement for his winter jacket lost while under the sole control of the Department. The Department recommends approval of this claim at residual value for \$9.00.

37) Marshall Schreffler #433505 \$ 36.79

The claimant (06-SAB/DOC-263) requests \$36.79 reimbursement for his walkman lost while under the sole control of the Department. The Department recommends approval of \$30.21 for the depreciated value of the one-year-old walkman.

38) Jesse Smith #190681 \$ 37.36

The claimant (06-SAB/DOC-389) requests \$37.36 reimbursement for repairs costs for his damaged TV. The Department recommends approval of this claim.

13. DEPARTMENT OF CORRECTIONS continued

39) Todd Szyszkowski #255995 \$ 37.04

The claimant (06-SAB/DOC-354) requests \$37.04 reimbursement for an order he placed with Dick Blick and never received. The Department recommends approval of this claim.

40) Trenton Truss #341991 \$ 65.55

The claimant (06-SAB/DOC-349) requests \$65.55 reimbursement for one shirt and one pair of pants stolen from the property room. The Department recommends approval of this claim for \$50.54.

41) Gregory Turner #169637 \$105.00

The claimant (06-SAB/DOC-333) requests \$105.00 reimbursement for his TV damaged while under the sole control of the Department. The Department recommends approval of this claim at residual value for \$10.00.

42) David Vaughn #184079 \$ 8.00

The claimant (06-SAB/DOC-373) requests \$8.00 reimbursement for one package of boxer shorts accidentally given to another inmate. The Department recommends approval of this claim for \$10.15 including shipping and handling charges.

43) Jason Vesich #287083 \$ 13.01

The claimant (06-SAB/DOC-262) requests \$13.01 reimbursement for his store goods lost while under the sole control of the Department. The Department recommends approval of this claim.

44) Anthony Vinson #166777 \$ 48.00

The claimant (06-SAB/DOC-282) requests \$48.00 reimbursement for his radio/tape player with headphones while under the sole control of the department. The Department recommends approval of \$5.70 for the residual value of the items because he did not provide any receipts.

13. DEPARTMENT OF CORRECTIONS continued

45) Orlando Welch #313201 \$ 30.00

The claimant (06-SAB/DOC-390) requests \$30.00 reimbursement for his headphones and radio while under the sole control of the department. The Department recommends approval of this claim.

46) Laurice Williams #252766 \$ 28.80

The claimant (06-SAB/DOC-303) requests \$28.80 reimbursement for numerous items lost while under the sole control of the Department. The Department recommends approval of \$35.91 for four missing books.

47) Tyrone Wilson #375213 \$ 4.95

The claimant (06-SAB/DOC-225) requests \$4.95 reimbursement for his *King* magazine. The Department recommends approval of this claim.

14. DEPARTMENT OF TRANSPORTATION

1) Eric Mills \$150.00

The claimant (07-SAB-052) requests \$150.00 reimbursement for damage to his vehicle when an MDOT employee opened the door to his State vehicle, the wind caught the door blowing it into the claimant's vehicle, and it caused a dent. The Department recommends approval of this claim.

**SECTION VI. CLAIMS - PERSONAL INJURY LOSS**

**SECTION VII. APPROVAL OF SPECIAL ITEMS**

15. DEPARTMENT OF AGRICULTURE

The Department of Agriculture is requesting retroactive approval of a contract in the amount of \$28,633.00 to Sterner Veterinary Clinic, PC, for fee basis testing services for the whole herd testing of 3,276 animals for Bovine tuberculosis. The Animal Industry Division was unable to properly estimate the cost of this testing prior to its scheduling.

16. DEPARTMENT OF CORRECTIONS

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

Saginaw Correctional Facility, 6/4/2007

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

Linda Hamilton-Jasman	Approved \$15.00 for pants
Heather Bailey	Approved \$14.00 for pants

17. DEPARTMENT OF NATURAL RESOURCES

Requests permission to dispose of unclaimed and abandoned property without intrinsic value in accordance with Sec.6 of Act 238 of 1957 for the period September 16, 2003 to September 15, 2006.

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

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of June 26, 2007. After review of the forgoing Finance and Claims Committee Report, Ms. MacDowell moved that the Finance and Claims Committee Report covering the regular meeting held June 26, 2007, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

# APPROVED

July 3, 2007

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 **June 27, 2007**. Those present being:

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

Member: Walt Herzig, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved \_\_\_\_\_  
Governor Granholm

Others: Michael Reilly, Department of Attorney General; Janet Laverty,  
Department of History, Arts, and Libraries; Sherry Bond, James  
Burris, Cindy Collins, Deborah Roberts, Janet Rouse, TeAnn  
Smith, Department of Management and Budget

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The Building Committee regular agenda and supplemental agenda were  
presented.

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

Ms. MacDowell adjourned the meeting.

# AGENDA

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

June 27, 2007 / July 3, 2007  
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, GRAND RAPIDS - Grand Rapids State Office Building – Window/Storefront Replacement  
File No. 071/06087.FAR – Index No. 53213  
Low Responsive Bidder: Carrier Construction Company, Inc., Hickory Corners; \$1,124,000.00

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

The purpose of this project is to provide new thermo pane, low-E glass, frames, doors, and gaskets to the main floor Ionia and Ottawa street levels of the building and new insulated low-E glass to the existing curtain wall at floors 2 through 7.

#### **Benefit**

The installation of the new thermo pane glass, frames, doors and gaskets will improve the indoor air quality and increase the energy efficiency of the building. This project will contribute to meeting the energy goals established by the Governor's Executive Directives 2005-4 and 2007-6.

#### **Funding Source**

100% State Building Authority Funds

#### **Commitment**

This contract is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

#### **Risk Assessment**

Failure to approve this contract will result in the indoor air quality not being improved, the temperature control system in the building not operating at its greatest efficiency, and energy goals not being achieved.

2. DEPARTMENT OF CORRECTIONS, ST. LOUIS – Mid-Michigan Correctional Facility – 2006/2007 Re-Roofing Package  
File No. 472/06070.JAG – Index No. 53188  
Low Responsive Bidder: Streng Construction, Inc., Chesaning; \$289,840.00

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

The purpose of this contract is to provide for the re-roofing of Housing Unit #2, the Food Service Building and the Administration Building at this facility. This is the second phase of the roof replacement project.

**Benefit**

The proposed re-roofing projects are needed to preserve the structural integrity of the buildings, reduce maintenance cost, and allow for their continued use. The roofs are beyond warranty and their useful life. If they are not replaced, the cost to repair/maintain them and the potential damage to the existing facilities structure and contents caused by leaking roofs would be far more expensive. This project is to provide for the basic requirements of the residents of a state institution or facility.

**Funding Source**

100% State Building Authority Funds

**Commitment**

This contract is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

**Risk Assessment**

Failure to approve this contract will result in continued high maintenance costs, damage to the facilities and their contents, and potential unsafe conditions. The opportunity to cost and time effectively perform these re-roofing projects is very limited. Approval of this contract now will allow the construction to be completed this fall. Completion of this project in a timely manner will allow the facility to operate in a more cost effective and secure manner.

**Zip Code**

48880

3. DEPARTMENT OF STATE POLICE, GRAND RAPIDS – Grand Rapids Forensic Lab – New Boiler Addition  
File No. 551/06131.RWG – Index No. 53267  
Low Responsive Bidder: Mugen Construction, Inc., Dorr; \$416, 414.00

**Purpose/Business Case**

The purpose of this contract is for the Grand Rapids Forensic Lab to supply its own steam requiring the installation of new boilers in a building addition.

**Benefit**

The Grand Rapids Forensic Lab currently receives its steam from Kent Community Hospital. Due to a failing physical plant, Kent Community Hospital will no longer be able to supply the steam. The facility utilizes steam for building heat and operation of various types of lab instruments.

**Funding**

100% State Building Authority Funds

**Commitment**

This contract is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

**Risk Assessment**

Failure to approve this contract will result in this facility not having heat and not being able to operate.

**Zip Code**

49503

4. DEPARTMENT OF TRANSPORTATION, MIO – Mio Maintenance Garage – New Maintenance Facility  
File No. 591/05303.HRB – Index No. 27000  
Low Responsive Bidder: Ripke Construction Company, Inc., St. Helen;  
\$1,237,899.00

**Purpose/Business Case**

The purpose of this contract is to provide for a new Department of Transportation vehicle maintenance facility in Mio, Michigan.

**Benefit**

The existing vehicle maintenance facility, constructed in the 1920's, a portion of which has a dirt floor, is not sufficient in terms of size, configuration and ceiling heights, for the maintenance of the present size and composition of the highway work fleet in the Atlanta/Mio area. This project will provide the necessary facilities and will address inadequate heating and ventilating systems that do not meet current building codes, and inefficient energy utilization. This project is a key element in the operational consolidation in the Atlanta/Mio/Hillman area to reduce operating costs.

**Funding Source**

100% Restricted Funds (Trunkline Funds)

**Commitment Level**

This contract is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

**Risk Assessment**

Failure to award this contract will result in an inefficient operation that is not in conformance with current building codes and other regulatory requirements, and in lost savings from the consolidation.

**Zip Code**

48647

5. DEPARTMENT OF NATURAL RESOURCES, KENT COUNTY – Fred Meijer White Pine Trail State Park – Trail Improvements  
File No. 751/04130.HRB – Index No. 55110  
Low Responsive Bidder: Dean's Landscaping & Excavating, Inc., Sand Lake;  
\$1,032,296.64

**Purpose/Business Case**

The purpose of this contract is for the trail improvements and paving of 8 miles of the Fred Meijer White Pine Trail from Russell Road to Sand Lake in Kent County, Michigan.

**Benefit**

This project is in partnership with the Federal Highway Administration, MDOT, DNR and the Friends of the Fred Meijer White Pine Trail and is a major step in the goal of paving the trail from Grand Rapids to Cadillac. Paving will improve the safety of this portion of the trail and will enhance the economy of the local and surrounding areas through increased usage of the trail.

**Funding**

80% Federal Highway Administration Enhancement Funds, 20% Recreational Improvement Funds, Snowmobile Trail Funds and Local contributions

**Commitment**

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

**Risk Assessment**

Failure to award this contract will diminish the progress achieved through the partnership with local units of government, local businesses and community organizations, federal dollars associated with the project will be jeopardized and recreational opportunities that will enhance the area's tourist attractiveness and cultural significance will be lost.

**Zip Code**

Various

**REVISIONS TO CONSTRUCTION CONTRACTS**

6. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – VanWagoner Building – Air Handling Unit Replacement  
File No. 071/06108.JNS - Index No. 53235  
Shaw-Winkler, Inc., East Lansing; CCO No. 4, Incr. \$277,792.17

**Purpose/Business Case**

This contract change order adds several critical items needed to ensure that the new mechanical systems being installed will function as designed. Major changes and additions include the change of two exhaust fan motors from 120V to 480V, the installation of "panic" door hardware integrated into the fire alarm system on doors from the stairwells leading into the penthouse, the provision of card reader access controllers for the Service Elevator, the addition of glycol to a portion of the heating system that is subject to freezing conditions, the provision and installation of side stream filters and cartridges for the hot water heating system, the provision and installation of new light fixtures, new diffusers, a new VAV box, adjustments to sprinkler heads, and a new lay-in ceiling tile/grid system within a limited number of conference rooms hallways to provide ventilation to these spaces, the rerouting of floor drain piping above the 4th floor to avoid interference with ductwork, and the replacement of doors from the penthouse to the roof that are allowing water to enter the building.

**Benefit**

The mechanical systems within the VanWagoner Building are all original, constructed in the mid 1960s, contain numerous MIOSHA safety issues for access and maintenance, and due to their age and condition, have reached the end of their useful life. In addition, the current air handling systems are no longer adequate to cool the building due to increased sources of heat, such as electrical equipment, computers and copiers. The proposed additions and changes listed above will ensure needed additional air handling capacity for building operation with significant improvements in energy efficiency, and will address existing MIOSHA safety issues for access and maintenance.

**Funding Source**

100% State Building Authority Funds

**Commitment**

The recommended contract change order is a not to exceed cost based on a defined scope of work as requested by the Department of Management and Budget and as specified by Engineering Applications, Inc., the State's professional services contractor. The amount of this change order is within the original authorized project cost.

**Risk Assessment**

Failure to approve this change order will leave this facility with equipment which is no longer dependable due to age, that is difficult to maintain, and that is undersized. The building would be left with equipment that cannot meet the demands for proper building ventilation, resulting in additional health risk to building occupants and would leave mechanical spaces that are potentially unsafe for access to complete equipment maintenance.

**Zip Code**

48933

7. DEPARTMENT OF CORRECTIONS, JACKSON – Egeler Correctional Facility – Renovations to Cell Blocks 1, 2, 3, & 7  
File No. 472/06408.JNS – Index Nos. 23190 & 53275  
Carrier Construction Company, Inc., Hickory Corners; CCO No. 5, Incr. \$1,318,974.00

**Purpose/Business Case**

The purpose of this change order is for the relocation of the "Cool Dome", a 60' x 200' aluminum framed and fabric coated structure from Riverside Correctional Facility to the Egeler Reception and Guidance Center to meet a court ordered requirement that the Department of Corrections, by July 15, 2007, provide a living environment that will not exceed a heat index of 90 for those prisoners that are at high risk of heat related injury. Under this change order, Carrier Construction Company is providing all necessary labor and materials to construct foundations, a floor slab, entry slabs and sidewalks, utility tie-ins, HVAC equipment including distribution ductwork, new lighting and fire detection equipment for this relocated structure. The Agency will disassemble, move and reconstruct the "Cool Dome" facility. In addition, the other major item being addressed by this change order is the addition of a number of additional exit signs for the new Stair Towers being constructed for Cell Blocks 1, 2 and 3 with this additional signage being requested by the MDLEG Bureau of Fire Safety.

**Benefit**

Renovations to Cell Blocks 1, 2 and 3 and the relocation and construction of the "Cool Dome" are necessary to implement court ordered and approved changes to Egeler Reception and Guidance Center addressing fire safety and heat-related illness within these facilities. All changes address court-recognized potential staff and prisoner safety issues.

**Funding Source**

90% Agency Operating Funds & 10% State Building Authority Funds

**Commitment**

The recommended change order is a combination of lump sum costs and not to exceed time and material costs based on a defined scope of work as contained in project documents prepared by Fishbeck, Thompson, Carr and Huber, Inc., the State's professional services contractor.

**Risk Assessment**

Failure to complete these fire safety improvements to Egeler Cell Blocks 1, 2, and 3 and failure to create an environment where a heat index less than 90 can be maintained for prisoners that are considered high risk to heat related injury will place the Department of Corrections in violation of agreements reached between the Department of Corrections and the United States District Court, Western Division of Michigan, Southern Division.

**Zip Code**

49201

8. DEPARTMENT OF MANAGEMENT AND BUDGET, GRAND RAPIDS – Grand Rapids State Office Building – Building Renovations  
File No. 071/05263.FAR – Index No. 53158  
Carrier Construction Company, Inc., Hickory Corners; CCO No. 13, Incr. \$53,241.00

**Purpose/Business Case**

The purpose of this change order is to provide more flexibility by rearranging office plans to better facilitate the special use of the areas and rooms as requested by the agencies. The mechanical portion of the change order is necessary to replace old equipment which is beyond the 30+ years life expectancy to facilitate the new equipment which was installed under contract. One of the two pumps has failed.

**Benefit**

These items are necessary in the building to meet the requirements of the renovation and enhance the functions for the Agencies and the building operations.

**Funding Source**

100% State Building Authority Funds

**Commitment**

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

**Risk Assessment**

Failure to accept this change order will result in the renovation not being complete and would not provide the needed hot water pumps nor address the needs of the Agencies and on-going facility management needs required to maintain the facility.

## **NEW LEASE FOR PRIVATE PROPERTY**

9. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES, LANSING – New Lease #11145-2006 effective May 1, 2007 through April 30, 2027 with John DeYoung and Rose Cheney, Tenants by the Entirety, 610 Shoreline Drive, DeWitt, Michigan 48820, as Lessor, and the State of Michigan for the Department of History, Arts and Libraries, as Lessee, for 30,000 square feet of warehouse space located at 3400 North Grand River, Lansing, Michigan 48906. The per square foot rental rate is \$8.25 (\$20,625.00 per month) from May 1, 2007 through April 30, 2009. There is \$300,000 for moving and shelving expenses amortized in the Lease by being included in the rental rate. Effective May 1, 2009 through April 30, 2017 the per square foot rental rate is \$8.37 (\$20,925.00 per month). Effective May 1, 2017 through April 30, 2027 the per square foot rental rate is \$8.82 (\$22,050.00 per month). This twenty-year Lease contains three ten-year renewal options with per square foot rental rates of \$9.37 (\$23,425.00 per month) for the first renewal period; \$10.05 (\$25,125.00 per month) for the second renewal period; and \$10.96 (\$27,400.00 per month) for the third renewal period. This Lease contains a Standard cancellation clause requiring 90-days notice. This Lease contains an Option to purchase clause. The Attorney General has approved this Lease as to legal form. This lease meets the criteria requiring approval of the Joint Capital Outlay Subcommittee of the Legislature. The Subcommittee approved this Lease on June 7, 2007.

### **Purpose/Business Case**

The Department currently leases space at two locations for the State's Museum and Artifacts collections. The one-year rental agreement currently in place for 1030 Filley Street expires October 31, 2007 and the Lessor is unwilling to enter into a new contract. The State will also move the Department from 735 Hazel Street into this new space. Approval of this Lease at this time is necessary in order to accommodate coordinating the moving of the fragile artifacts and cleaning out the current space. A competitive bid was advertised and of the six proposals received for new space; this was the best value at the lowest cost. There are no up-front expenditures required because the moving and build-out costs to relocate to this facility are included in the lease. The new space is humidity controlled and secured in accordance with federal museum standards which will allow proper maintenance, protection and preservation of the valuable artifacts in the State of Michigan's collection. There is also additional space available for future expansion if needed.

### **Benefit**

This space provides more efficient management for staff and minimal movement of the museum artifacts while ensuring the State of Michigan maintains its Federal Museum Qualifications with no out-of-pocket expenses for the State.

### **Funding Source**

100% General Fund

### **Commitment Level**

Twenty years with three ten-year renewal options; however, this Lease contains a Standard cancellation clause requiring 90-days notice.

**Risk Assessment**

Non-approval of this Lease may expose the State to potential damage of valuable State of Michigan Museum historical assets and thus financial risk by leaving no space available to accommodate the artifacts.

**Zip Code**

48906

10. BUREAU OF LOTTERY, GRAND RAPIDS - New Lease #11293 effective September 1, 2007, through August 31, 2017, with Steven and Alicia Pestka Joint Trust, A Trust, 6139 Tahoe Drive SE, Grand Rapids, MI 49506, as Lessor, and the State of Michigan for the Bureau of Lottery, as Lessee, for 5,573 square feet of office space located at 3391-B Plainfield Ave. NE, Grand Rapids, MI 49505. The annual per square foot rental rate for this space is \$16.73 (\$7,602.50 per month). This rate does not include utilities. This Lease contains one 5-year renewal option with an annual per square foot rental rate of \$21.42 (\$9,947.81 per month). This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

The purpose of this Lease is to provide the Bureau of Lottery with a new location for its regional office. The current location does not provide convenient access for claim center customers, especially out-of-town customers. The present location's warehouse is not large enough for storage of lottery marketing materials.

**Benefit**

The benefit is a larger office that would provide the customers and employees with an improved physical plant to conduct transactions. The new location is more visible and accessible. The rental rate is within the current market rate for comparable space in Grand Rapids. This is a co-location with another State Agency.

**Funding Source**

100% Lottery Restricted Fund

**Commitment Level**

Ten years with one 5-year renewal option; however, this Lease contains a Standard cancellation clause requiring 90-days notice.

**Risk Assessment**

Non-approval of this Lease will hinder the Bureau of Lottery from providing customer service to State citizens due to the current space not meeting their operational needs.

**Zip Code**

49505

11. DEPARTMENT OF CORRECTIONS, JACKSON - New Lease #11221 effective May 1, 2007, through April 30, 2017, with County of Jackson, A Governmental Unit, Jackson County Tower Building, 120 West Michigan Avenue, Jackson Michigan 49201, as Lessor, and the State of Michigan for the Department of Corrections, as Lessee, for 4,616 square feet of office space located at the Northlawn Building, 1697 Lansing Avenue, First Floor, Jackson, Michigan.

Effective May 1, 2007 through September 30, 2009 the annual per square foot rental rate for this space is \$7.93 (\$3,051.00 per month). Effective October 1, 2009 through September 30, 2012 the annual per square foot rental rate for this space is \$8.17 (\$3,142.53 per month). Effective October 1, 2012 through April 30, 2017 the annual per square foot rental rate for this space is \$8.50 (\$3,268.23 per month). This rate does not include janitorial services and supplies. This Lease contains two five-year renewal options with an annual per square foot rental rate to be determined at time of renewal. This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

This space is utilized by the Department as a parole office. This lease will supersede and cancel a rental agreement which expires on July 16, 2007. The rental agreement allowed the agency to relocate from their current office located at 524 North Jackson Street, Jackson and move to space owned by the County of Jackson. The current location was no longer meeting program needs due to substance abuse testing requirements and the overall condition of the former space was unacceptable. We have been in this space since 1980 and the landlord would not provide any tenant improvements.

**Benefit**

Approval of this Lease will provide for improved customer service and co-location with another governmental entity. We are using shared resources (security and conference facilities) with the Friend of the Court who has a similar customer base. The County provided all the labor for the build out and the State was only responsible for the cost of materials which were amortized in our rental rate. There is a slight increase in the rental rate from our previous location. However, we now have completely remodeled space which meets the agency's program needs and the rate is still below market. The County is only charging us for operating expenses and amortized costs.

**Funding Source**

100% General Fund

**Commitment Level**

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

**Risk Assessment**

Non-approval of this Lease will hinder the Department from co-locating with the County and having offenders report to their probation officers in a timely manner.

**Zip Code**

49202

12. DEPARTMENT OF CORRECTIONS, KALAMAZOO - New Lease #11216 effective May 1, 2007, through April 30, 2017, with Kalamazoo County, A Governmental Unit, 201 West Kalamazoo Avenue, Kalamazoo, Michigan 49007, as Lessor, and the State of Michigan for the Department of Corrections, as Lessee, for 1,800 square feet of office space located at 201 West Kalamazoo Avenue, Kalamazoo, Michigan 49007. The annual per square foot rental rate for

this space is \$12.00 (\$1,799.80 per month). Effective May 1, 2012, through April 30, 2017, the annual per square foot rental rate for this space is \$12.60 (\$1,889.79 per month). This is a full service Lease. This Lease contains two 5-year renewal options with annual per square foot rental rates of \$13.23 and \$13.89 (\$1,984.28 and \$2,083.49 per month) respectively. This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

This Lease provides space for a parole office that is utilized by the Department of Corrections. The space is leased from the County of Kalamazoo with their County Probation Office in the adjacent space which allows for collaboration between the Department and County.

**Benefit**

This Lease allows the Department to provide service in an established location while co-locating within County owned space. The rental rate is within market rate for comparable space.

**Funding Source**

100% General Fund

**Commitment Level**

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

**Risk Assessment**

Non-approval of this Lease will hinder the Department from co-locating with the County and having offenders report to probation officers in a timely manner.

**Zip Code**

49007

**RENEWAL OF LEASE FOR PRIVATE PROPERTY**

13. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, GRAND RAPIDS - Renewal of Lease #6144 effective September 1, 2007, through August 31, 2017, with Steven and Alicia Pestka Joint Trust, A Trust, 6139 Tahoe Drive SE, Grand Rapids, MI 49506, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth, as Lessee, for 8,975 square feet of office space located at 3391-A Plainfield Ave. NE, Grand Rapids, MI 49505. The annual per square foot rental rate for this space is \$15.77 (\$11,794.65 per month). This rate does not include utilities. This Lease contains one 5-year renewal option with an annual per square foot rental rate of \$20.65 (\$15,444.48 per month). This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

The space is utilized by the Department of Labor and Economic Growth and continues to meet their operational needs. The previous lease did not contain additional renewal options.

**Benefit**

Renewal of this Lease allows the Department to remain at the current location and avoid relocation costs. The rental rate is within the current market rate for comparable space in Grand Rapids. The Department is reducing the amount of square footage needed from the previous lease, thereby allowing for the co-location of another State agency within this building.

**Funding Source**

100% Federal Fund

**Commitment Level**

Ten years with one 5-year renewal option; however, this Lease contains a Standard cancellation clause requiring 90-days notice.

**Risk Assessment**

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

**Zip Code**

49505

14. DEPARTMENT OF LABOR & ECONOMIC GROWTH, DETROIT – Renewal of Lease #4581 effective June 1, 2007 through May 31, 2017 with 14333 Associates, LLC, a Limited Liability Company, 560 Kirts Boulevard, Suite 100, Troy, Michigan 48084, as Lessor, and the State of Michigan for the Department of Labor & Economic Growth, as Lessee, for 115,718 square feet of office/warehouse space located at 14333 Woodrow Wilson, Detroit, Michigan 48206. The annual per square foot rental rate for this space is \$2.61 (\$25,168.67 per month). This rate does not include utility charges, janitorial supplies and service, replacement of interior tubes & bulbs or snow removal. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$3.36 (\$32,401.04 per month) for option one and an annual per square foot rental rate of \$3.86 (\$37,222.62 per month) for option two. This Lease contains an Executive cancellation clause requiring 180-days notice. The Attorney General has approved this Lease as to legal form. This lease meets the criteria requiring approval of the Joint Capital Outlay Subcommittee of the Legislature. The Subcommittee approved this Lease on March 29, 2007.

**Purpose/Business Case**

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

**Benefit**

Renewal of this Lease allows the Department to remain at the current location and avoid relocation costs.

**Funding Source**

100% Federal Funds

**Commitment Level**

Ten years with two five-year renewal options; however, this Lease contains an Executive cancellation clause requiring 180-days notice.

**Risk Assessment**

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

**Zip Code**

48206

15. DEPARTMENT OF ENVIRONMENTAL QUALITY, BAY CITY - Renewal of Lease #11008 effective November 1, 2006, through October 31, 2009, with Enterprise Sales and Service, Inc., a Michigan Corporation, P.O. Box 1234, Bay City, Michigan 48706, as Lessor, and the State of Michigan for the Department of Environmental Quality, as Lessee, for 2,000 square feet of warehouse space located at 1682-B Marquette Street, Bay City, Michigan 48706. The annual per square foot rental rate for this space is \$3.60 (\$600.00 per month). This rate does not include utilities for heating, illumination, power, water and sewer, replacement of fluorescent tubes and bulbs, trash removal, and pest control. This Lease contains a Standard cancellation clause requiring 60-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

This is a three-year lease to allow time to complete the construction of the new joint DEQ-DNR building in Bay City. This Lease is for warehouse space for DEQ's district office for the Saginaw Bay watershed where they keep emergency spill response materials, a receiving laboratory for water samples, a boat and files pertaining to spills, old toxic sites, permits, etc. which allows for quick access.

**Benefit**

Renewal of this Lease allows DEQ storage space with quick access to emergency materials while eliminating the potential expenses of traveling to Lansing to process water samples until the new building is completed.

**Funding Source**

100% General Fund; General Purpose

**Commitment Level**

Three years; however, this Lease contains a Standard cancellation clause requiring 60-days notice

**Risk Assessment**

Non-approval of this Lease will hinder the Department from quickly accessing emergency response materials, having adequate space for water samples, which would have to be driven directly to Lansing to prevent contamination and perishing, and avoiding increased costs if they are forced to relocate.

**Zip Code**

48706

## **NEW SUB-LEASE FOR PRIVATE PROPERTY**

16. DEPARTMENT OF NATURAL RESOURCES, CALUMET - New Sub-Lease #11265-2006 effective July 1, 2007, through May 31, 2008, with Masini Aero Marine, a Limited Liability Company, 20049 State Highway M-203, Hancock, Michigan 49930-6445, as Sub-Lessor, and the State of Michigan for the Department of Natural Resources, as Sub-Lessee, for 1,800 square feet of hangar space and 190 square feet of office space located at Hangar 11, Houghton County Airport, Calumet Michigan 49913. The annual per square foot rental rate for this space is \$3.44 (\$570.00 per month). This rate does not include utility charges for heating, cooling, illumination, power, and water and sewer, janitorial services and supplies, and trash removal from office/hangar. This Sub-Lease contains five one-year renewal options with an adjusted annual rent per year per each renewal option. This Sub-Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

### **Purpose/Business Case**

The Department of Natural Resources will utilize this hangar and office space for its Forest Mineral and Fire Management aircraft and staff (pilot) for the Western end of the Upper Peninsula and as needed, the Upper Peninsula in general.

### **Benefit**

This new hangar Sub-Lease will replace the previous leased hangar (Lease # 2215 located at T-Hangar #9 at the Houghton County Airport), which was inadequate to meet the updated program needs of this Division. It is a larger and more secure heated space, and provides better protection for the newly purchased and more sophisticated aircraft. The Department will also be able to adequately maintain its aircraft to meet the Mission of the Department, which is to protect the Natural Resources (forests) in the Upper Peninsula. The on-site office will provide more efficient use of staff time.

### **Funding Source**

100% General Fund

### **Commitment Level**

11 months with five one-year renewal options; however, this Sub-Lease contains a Standard cancellation clause requiring 90-days notice.

### **Risk Assessment**

Non-approval of this Sub-Lease will hinder the Department from protecting the natural resources, welfare of the public in the Upper Peninsula, and the State's aircraft investment. There are no other airports in this County for the State to utilize for its air fleet.

### **Zip Code**

49913

17. Resolution of the State Administrative Board Approving Construction and Completion Assurance Agreements, Conveyances of Property and Leases for Certain Facilities

**Legislative Background**

<b>Project</b>	<b>Public Act</b>	<b>Total Cost</b>	<b>SBA Share</b>	<b>Univ Share</b>	<b>GF/GP Share</b>	<b>Concurrent Resolution</b>	<b>Date Approved</b>
DMB State Facility Preservation Projects Phase I & II Group B General Office Building Renovations	PA10 of 2005 PA297 of 2005	\$10,950,000	\$10,950,000	N/A	0	HCR 23 of 2007	6/6/07
DMB State Facility Preservation Projects Phase I & II Group C Grand Rapids State Office Building Renovations	PA10 of 2005 PA297 of 2005	10,500,000	10,500,000	N/A	0	HCR 24 of 2007	6/6/07

**Purpose/Business Case**

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreements between the State Building Authority and State of Michigan, the conveyance of the Facilities to the Authority, and the form of the Leases. 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 projects with short-term commercial paper notes.

**Funding Source/ Commitment Level**

Short-term commercial paper notes will initially finance the Authority’s share of the project through the acquisition/renovation phase of the project. At project 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.

Department of Management and Budget State Facility Preservation Projects – Phase I and II Group B General Office Building Renovations

\$850,000 - \$1,077,000

Department of Management and Budget State Facility Preservation Projects – Phase I and II Group C Grand Rapids State Office Building Renovations

\$815,000 - \$1,032,000

**Risk Assessment**

Without approval of this resolution, the projects cannot be bonded or conveyed to the SBA.

**Zip Codes**

Department of Management and Budget State Facility Preservation Projects – Phase I and II Group B General Office Building Renovations

48918

Department of Management and Budget State Facility Preservation Projects – Phase I and II Group C Grand Rapids State Office Building Renovations

49503

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

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

June 27, 2007 / July 3, 2007  
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.

### LEASE FOR PRIVATE PROPERTY

1. DEPARTMENT OF CORRECTIONS, LINCOLN PARK - New Lease #11259-2006 effective August 1, 2007, through July 31, 2017, with Blue Shamrock, LLC, a Michigan Limited Liability Company, 19186 Fort Street, Suite 331, Lincoln Park, Michigan 48192, as Lessor, and the State of Michigan for the Department of Corrections, as Lessee, for 10,570 square feet of office space located at 920 Fort Street, Lincoln Park, Michigan 48192. The annual per square foot rental rate for this space is \$19.50 (\$17,176.25 per month). This rate does not include 100% payment for public utilities used for heating, cooling, power or illumination. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$22.67 (\$19,968.49 per month). This Lease contains an Executive cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

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

A new regional parole office is needed to replace the former Lincoln Park parole office that was shut down three years ago. Staff will be relocated from the currently overcrowded parole office located at 5300 Lawton St., Detroit to occupy this new office. The Department is in urgent need of providing services at this location due to an increased case load in the area.

#### **Benefit:**

Approval of this Lease will allow the Department to provide adult offender services in the down river area. The location of the leased space will provide better public transportation for offenders. The rental rate is within the current market rates for this sub-market.

#### **Funding Source:**

100% General Fund

#### **Commitment Level:**

Ten years with one five-year option; however, this Lease contains an Executive cancellation clause explicitly defined in the Lease terms which requires 90-days notice.

#### **Risk Assessment:**

Non-approval of this Lease will hinder the Department from providing the increased adult offender services that Lincoln Park requires.

#### **Zip Code:**

48192

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Ms. MacDowell presented the Building Committee Report for the regular meeting of June 27, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Building Committee Report covering the regular meeting held June 27, 2007, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

# APPROVED

July 3, 2007

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 June 27, 2007. Those present  
being:

Chairperson: Joseph Pavona, representing Approved \_\_\_\_\_  
Secretary of State Land

Member: Walt Herzig, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

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

Others: Sherry Bond, Janet Rouse, Department of Management and Budget; Tom  
Hoane, Kim Venne, Department of Natural Resources; Mike  
Blackledge, Keith Brown, Connie Hanrahan, Betsy Steudle,  
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. Herzig, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

A retroactive letter was received from Kirk Steudle, Director of the  
Department of Transportation, regarding Items 12 and 13 on the  
Transportation agenda.

Following discussion, Mr. Shell moved that the Transportation agenda be  
recommended to the State Administrative Board for approval with Items  
21, 37, and 47 contingent upon receipt of additional information.  
Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

*Continued on page 2*

Transportation and Natural Resources Committee Report  
June 27, 2007  
Page 2

*At the State Administrative Board meeting on July 3, 2007, Item 21 of the Transportation agenda was withdrawn by the Department of Transportation*

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - June 27, 2007- 3:30 P.M.  
State Administrative Board Meeting - July 3, 2007 - 11:00 A.M.

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

MINERAL LEASES

**OIL AND GAS LEASE AUCTION:** A total of 19,850.81 acres of State-owned minerals were offered for lease. There were 18 successful bidders out of 23 registered. A total of 17,885.77 acres bid in are proposed to be leased within 22 counties. Of the total acres bid in, 10,526.06 acres are classified as development and 7,359.71 as nondevelopment. Total revenue generated at the auction was \$435,020.84

Terms: Five-year initial term with two one-year extension options, 1/6 royalty. Bonus amount of \$390,086.00 and rental amount of \$44,934.84 were collected at the auction.

The Director of the Department of Natural Resources approved the item above on June 6, 2007. 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 TRANSPORTATION

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

T&NR Meeting: June 27, 2007– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: July 3, 2007 – 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) – FAA State Block Grant

Contract (2007-0566) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$100,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or June 2017, whichever is later.

This grant contract was previously approved at the June 5, 2007, State Administrative Board meeting at an FAA participation rate of 95 percent. The FAA participation rate should have been 80 percent. The amount of the block grant remains unchanged at \$100,000.

**Criticality:** This is revenue to the state through a federal block grant, which will provide up to 80 percent federal funding for certain airport improvement and safety enhancement projects. If the grant is not accepted, the federal funds could be lost. Many airport sponsors cannot afford to fund their projects without federal assistance, which could put them at risk of noncompliance with federal regulations.

**Purpose/Business Case:** The grant issued to MDOT through the State Block Grant Program provides federal funding used for airport improvement projects at general aviation airports as determined by the state.

**Benefit:** Increased public safety through capital improvement projects and expanded airport security measures.

**Funding Source:** 100 % FAA funds.

**Commitment Level:** MDOT will issue sub-grants to local community airports using up to 80 percent FAA funds with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

**Risk Assessment:** This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

**Cost Reduction:** The grant amount is determined by the FAA and not negotiable.

**Selection:** N/A.

**New Project Identification:** The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

**Zip Code:** 48909.

\* Denotes a non-standard contract/amendment

2. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0606) between MDOT and the Presque Isle County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcel E8 at the Presque Isle County/Rogers City Airport in Rogers City, 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 twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$407,500. Source of Funds: FAA Funds (via block grant) - \$326,000; State Bond Funds - \$71,312; Presque Isle County Funds - \$10,188.

**Criticality:** This project is the result of a court-ordered settlement resulting from condemnation. Acquiring the land will allow the runway extension project to move forward, which will benefit the community by allowing larger business aircraft to land at the airport. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the court has ordered the settlement be paid.

**Purpose/Business Case:** To provide for the land acquisition (condemnation) costs of parcel E8, including just compensation, damages, update of the appraisal, expert witness fees, and attorney fees.

**Benefit:** The settlement will allow the purchase of land needed for a future runway extension project.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Presque Isle County Funds.

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

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

**Cost Reduction:** This is a court-ordered settlement resulting from condemnation action. The settlement amount is not negotiable.

**Selection:** N/A.

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

**Zip Code:** 49779.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0612) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcels E24 and 35 at the Livingston County-Spencer J. Hardy Airport in Howell, 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 twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$590,000. Source of Funds: FAA Funds (via block grant) - \$472,000; State Bond Funds - \$103,250; Livingston County Funds - \$14,750.

**Criticality:** This project is the result of a court-ordered settlement resulting from condemnation. Acquiring the land will allow the runway extension project to move forward. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the court has ordered the settlement to be paid.

**Purpose/Business Case:** To provide for the land acquisition (condemnation) costs of parcels E24 and 35, including attorney fees and court-ordered compensation.

**Benefit:** Will comply with a settlement award issued by the Livingston County Circuit Court. The settlement will enable the land to be acquired for a runway extension project.

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

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

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

**Cost Reduction:** This is a court-ordered settlement resulting from condemnation action. The settlement amount is not negotiable.

**Selection:** N/A.

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

**Zip Code:** 49779.

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

Contract (2007-0614) between MDOT and the City of Niles will provide federal and state grant funds for the design for the rehabilitation of runway 14/32 at the Jerry Tyler Memorial Airport in Niles, 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 twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$24,000. Source of Funds: FAA Funds (via block grant) - \$19,200; State Bond Funds - \$4,200; City of Niles Funds - \$600.

**Criticality:** Rehabilitation and replacement of the pavement on runway 14/32 is critical to safe airport operations as the existing pavement is beyond its useful life. This will reduce the potential for loose material to be ingested into jet engines (resulting in extremely costly repairs). The project cannot be deferred until an October 2007 or later State Administrative Board agenda because of safety issues for the flying public.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of runway 14/32.

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

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Niles Funds.

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

**Risk Assessment:** If the contract is not awarded, 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:** 49120.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Runway Extension

Contract (2007-0615) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the extension of runway 14/32 (phase 1), Part 405 survey, and Federal Aviation Administration (FAA) reimbursable agreement 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 FAA. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,318,868. Source of Funds: FAA Funds (via block grant) - \$1,055,094; State Bond Funds - \$230,801; Jackson County Funds - \$32,973.

**Criticality:** The extension of runway 14/32 is necessary prior to the extension of 7/25 and runway safety area improvements. Runway 14/32 will be the primary runway during the construction of 7/25. If this work is not done, the airport would not be able to operate at full capacity, with full safety areas, during the construction of primary runway 7/25. This project will result in increased safety margins for aeronautical activity at the airport and increased economic benefits to the local community. The 405 survey and FAA reimbursable agreement are necessary parts of this phased runway extension. The 405 survey is necessary to provide FAA the information for published approaches. The FAA reimbursable agreement is essential as the impacted navigational aids are FAA-owned. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of the current non-conformance to federal safety standards.

**Purpose/Business Case:** To provide for the extension of runway 14/32 (phase 1), Part 405 survey, and FAA reimbursable agreement.

**Benefit:** Will benefit airport users and the local community by accommodating the large aircraft that utilize Reynolds Field.

**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 awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The project was bid through MDOT and awarded to the lowest bidder. There were 16 bidders.

**Selection:** N/A.

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

**Zip Code:** 49202.

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

Contract (2007-0616) between MDOT and the Wexford County Airport Authority (WCAA) will provide federal and state grant funds for the design of the rehabilitation of runway 7/25 at the Wexford County Airport in Cadillac, 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 twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$104,500. Source of Funds: FAA Funds (via block grant) - \$83,600; State Bond Funds - \$18,287; WCAA Funds - \$2,613.

**Criticality:** The rehabilitation and replacement of the pavement on runway 7/25 is critical to safe airport operations as the existing pavement is beyond its useful life. The project cannot be deferred until an October 2007 or later State Administrative Board agenda and still permit bidding for the planned 2008 construction season.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of runway 7/25.

**Benefit:** Pavement will be upgraded to meet current federal and state safety and airport design standards.

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

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

**Risk Assessment:** If the contract is not awarded, 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 for rehabilitation of an existing facility.

**Zip Code:** 49601.

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

Contract (2007-0618) between MDOT and the City of Battle Creek will provide federal and state grant funds for the design of a maintenance/snow removal equipment (SRE) facility at the W. K. Kellogg Airport in Battle Creek, Michigan. The existing maintenance/SRE building needs to be removed to allow the construction of a future parallel runway. 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 twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$700,000. Source of Funds: FAA Funds (via block grant) - \$560,000; State Bond Funds - \$122,500; City of Battle Creek Funds - \$17,500.

**Criticality:** The design and construction of this building will provide for improved safety at the airport with the construction of the proposed parallel runway. The project cannot be deferred until an October 2007 or later State Administrative Board agenda because the plans are needed to keep on schedule with the upcoming parallel runway project. This will result in enhanced airport operations. The project will also provide jobs for consultants and contractors.

**Purpose/Business Case:** To provide for the development of engineering plans for a maintenance/SRE facility. The existing maintenance/SRE building needs to be removed to accommodate the future parallel runway project.

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

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Battle Creek Funds.

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

**Risk Assessment:** If the contract is not awarded, 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:** 49015.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Sound Attenuation

Contract (2007-0619) between MDOT and the County of Oakland will provide federal and state grant funds for sound attenuation 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 twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,575,271. Source of Funds: FAA Funds (via block grant) - \$2,317,744; State Bond Funds - \$128,763; Oakland County Funds - \$128,764.

**Criticality:** The airport is federally mandated under CFR 14 Part 150, Airport Noise Compatibility Planning, to provide sound insulation to the homes surrounding the airport. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the project was funded with FY 2003 discretionary funding for noise mitigation, and the federal grant needs to be closed by August 1, 2007, or the funding will be lost.

**Purpose/Business Case:** To provide for noise mitigation measures for approximately 60 homes located around Oakland County International Airport.

**Benefit:** Will provide noise protection for the residents surrounding the airport, in accordance with CFR 14 Part 150, Airport Noise Compatibility Planning.

**Funding Source:** 90% FAA Funds; 5% State Bond Funds; 5% Oakland County Funds.

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** If the contract is not awarded, 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 not a new project. It is a continuation of the 2003 sound attenuation program.

**Zip Code:** 48327.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0623) between MDOT and the Lenawee County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcels E60, E61, E62, E63, E64, and E67 at the Lenawee County Airport in Adrian, 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 twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$375,000. Source of Funds: FAA Funds (via block grant) - \$300,000; State Bond Funds - \$65,625; Lenawee County Funds - \$9,375.

**Criticality:** This project is the result of a court-ordered settlement resulting from condemnation. Acquiring the land will provide safe approaches for airport users by controlling the properties inside the runway protection zone (RPZ). This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the court has ordered the settlement to be paid.

**Purpose/Business Case:** To provide for the land acquisition condemnation costs of parcels E60, E61, E62, E63, E64, and E67, including court-awarded just compensation and attorney fees.

**Benefit:** Will comply with a settlement awarded issued by the Lenawee County Circuit Court. The settlement will allow the acquisition of land needed to control the properties inside the RPZ.

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

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

**Risk Assessment:** If the contract is not awarded, 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 not a new project.

**Zip Code:** 49221.

10. AERONAUTICS AND FREIGHT (Freight) - Railroad Crossing Closure

Contract (2007-553) between MDOT and the City of Holland will provide a lump sum incentive payment in exchange for the City of Holland's action to close Cleveland Avenue at its grade crossing with the CSX Transportation, Inc., railroad tracks in the city of Holland. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of the award until the last obligation between the parties has been fulfilled. The contract amount will be \$57,500. Source of Funds: FY 2007 State Restricted Trunkline Funds - \$50,000; Federal Highway Administration (FHWA) Funds - \$7,500.

**Criticality:** This grant expenditure is necessary to protect the safety of Michigan citizens and visitors. Closing a road at a railroad crossing ensures that no motorist will be involved in a car-train crash at that location. Since closing roads also limits motorists' mobility and the proposal has met with citizen opposition, it is unlikely that local road authorities would take this safety action without this incentive payment. Grant monies are designated for the local road authority's Act 51 account and can be used for any transportation purpose, including the cost of the closure work itself.

**Purpose/Business Case:** This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) and federal law (USC Title 23, Section 130) provide for cash incentive payments to local road jurisdictions.

**Benefit:** The road closure is being undertaken by the City of Holland for the sole purpose of enhancing motorist safety. Closing Cleveland Avenue at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

**Funding Source:** The cash incentive payment for these closures comes from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and USC Title 23, Section 130, respectively. FY 2007 State Restricted Trunkline Funds - \$50,000; FHWA Funds - \$7,500.

**Commitment Level:** The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

**Risk Assessment:** Closing this public street at the railroad crossing will permanently eliminate the risk of car-train crashes at this location.

**Cost Reduction:** The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

**Selection:** N/A.

**New Project Identification:** This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

**Zip Code:** 49423.

11. \*EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan

Contract (2007-0625) between MDOT and the City of Sault Ste. Marie is a state infrastructure bank (SIB) loan to assist the city in financing transportation infrastructure improvements through the Shunk Road Reconstruction Project. The loan will allow the City of Sault Ste. Marie to reconstruct Shunk Road from Marquette Avenue to East Spruce Street near the Kewadin Casino, to add a sidewalk to connect existing sidewalks on Marquette Avenue, and to eliminate the gravel shoulders on the existing roadway, improving motorist and pedestrian safety. MDOT will loan \$900,000 at 3 percent interest to the City of Sault Ste. Marie. The contract will be in effect from the date of award through six years. Source of Funds: SIB Loan Funds - \$900,000.

**Criticality:** The SIB program is a federally-seeded loan program (not a grant program). Activities for which loans can be made are restricted by federal regulation as established in Section 350 of the National Highway System Designation Act of 1995. These funds cannot be expended on other state activities.

**Purpose/Business Case:** To provide a SIB loan to the City of Sault Ste. Marie for the reconstruction of Shunk Road near the Kewadin Casino.

**Benefit:** Will provide a safe and secure route for vehicles and pedestrians.

**Funding Source:** SIB Loan Funds - \$900,000.

**Commitment Level:** Contract is for a fixed amount.

**Risk Assessment:** If the City does not receive the loan, the project could be delayed and the cost of routine maintenance on the route would be significant.

**Cost Reduction:** Loan only covers costs not available from other sources.

**New Project Identification:** Reconstruction of Shunk Road from Marquette Avenue to East Spruce Street.

**Zip Code:** 49783.

12. \*HIGHWAYS - IDS Time Extension

**Retroactive** Amendatory Contract (2003-0207/A2) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year (86 days retroactive) to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z18), for which additional time is needed for the completion of as-needed design assistance services during construction. (See following item.) The original contract, which expired on April 8, 2007, provided for engineering consultant 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 8, 2003, through April 7, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** Authorization (Z18) provided for the performance of design assistance services during construction. Services included assistance to MDOT personnel in resolving field problems, planning of revisions due to unforeseen conditions, and verification of substitutions as a result of changes by the contractor or MDOT. The functions provided by the consultant are necessary procedural measures to ensure that the project adheres to all state and federal guidelines. This project was expected to be completed by the expiration date; however, due to the complicated nature of the project, the consultants services were needed beyond that date. The MDOT project manager inadvertently failed to realize the contract had expired. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda due to the consultant working in good faith beyond the date of the authorization in order for MDOT to complete the project. This amendment will allow services issued under authorization (Z18) to be completed.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorizations (Z18). No new authorizations will be issued under this contract.

**Benefit:** Will allow authorizations issued under this contract to be extended, pending State Administration Board approval.

**Funding Source:** Federal Highway Administration Funds, State Restricted Highway 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:** Failure to extend the expiration date will allow the contract to expire and will not allow ongoing authorizations issued under it to be extended.

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

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

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

**Zip Code:** 48909.

13. HIGHWAYS - IDS Engineering Services

**Retroactive** Authorization Revision (Z18/R2) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of additional design services, will increase the authorization amount by \$24,188.45, and will extend the authorization term by approximately 14 months to provide sufficient time for the consultant to complete the additional services (451 days retroactive). The additional design assistance during construction services will address plan revisions needed because of unforeseen field conditions and the verification of substitutions proposed by the contractor. The original authorization, which expired on April 8, 2006, provided for as-needed design services during construction to be performed for US-12 from I-94 to Livernois Avenue, Wayne County (CS 82062 - JN 59881A). The revised authorization term will be July 6, 2004, through June 1, 2007. The revised authorization amount will be \$105,523.79. The contract term will be April 8, 2003, through April 7, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Criticality:** This revision provides for the performance of additional design assistance services during construction needed because of the complexity of the project. Services include assistance to MDOT personnel in resolving field problems, planning of revisions needed because of unforeseen conditions, and verification of substitutions needed because of changes made by the contractor or MDOT. The services provided by the consultant are necessary to ensure that the project adheres to all state and federal guidelines. This project was expected to be completed by the expiration date; however, due to the complicated nature of the project, the consultant services were needed beyond that date. The MDOT project manager failed to realize that the contract had expired. This contract cannot be deferred to an October 2007 or later State Administrative Board because the consultant worked in good faith beyond the authorization expiration to help MDOT to complete the project.

**Purpose/Business Case:** To provide for the performance of additional design services, to increase the authorization amount by \$24,188.45, and to extend the authorization term by approximately 14 months.

**Benefit:** Will provide for the continuation of design services during construction for this complex construction project with its many unforeseen construction issues.

**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:** The continuation of the design services during construction is necessary for this complex project. Failure to provide the services could result in the loss of federal participation.

**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:** 48075.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z12/R1) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., of Michigan will retroactively extend the authorization term by one year (27 days retroactive) to provide sufficient time for the consultant to complete the services at no additional cost. The additional time is needed because delays in receiving information from the City of Brighton resulted in the delays of MDOT staff review comments. The original authorization, which expired June 7, 2007, provided for the performance of traffic signal optimization for 52 traffic signals in Livingston County (CS 47900 - JN 82800C). The revised authorization term will be September 9, 2005, through June 6, 2008. The authorization amount remains unchanged at \$340,786.13. The contract term is June 7, 2004, through June 6, 2008. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** This is for the retiming of traffic signals in Livingston County and is critical to reducing motorist delays and vehicle emissions. This contract is 100 percent federally funded; these funds may be lost if they are not utilized by the end of this fiscal year. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for traffic signal optimization for 52 traffic signals within Livingston County.

**Benefit:** Will provide a safer driving environment by reducing crashes. Traffic will flow more effectively and efficiently, reducing motorist delays, vehicle emissions, and associated costs.

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48843.

15. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z6/R4) under Contract (2004-0226) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the performance of additional design services for the upgrade and rehabilitation of 78 miles of freeway signing on US-127 in Clare, Gratiot, and Isabella Counties and will increase the authorization amount by \$39,780.68. The additional work includes updating design plans to current MDOT standards, updating special provisions and construction cost estimates, and verifying existing signs. The original authorization provides for signing upgrades on US-127 for 78 miles in Clare, Gratiot, and Isabella Counties (CS Various - JN 80454C). The authorization term remains unchanged, November 15, 2004, through May 3, 2009. The revised authorization amount will be \$466,050.19. The contract term is May 4, 2004, through May 3, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** This project will not be successfully completed without the additional services, and MDOT would lose the investment already made in the freeway signing upgrade. As a result, this authorization cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of additional design services for the upgrade and rehabilitation of 78 miles of freeway signing on US-127 in Clare, Gratiot, and Isabella Counties.

**Benefit:** The upgrade of freeway signing that is losing reflectivity.

**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:** The rehabilitation and upgrade of freeway signing will provide for improved driver 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 revision; qualifications-based for original authorization.

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

**Zip Code:** 48617.

16. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z8/R2) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of additional design engineering services, will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services, and will increase the authorization amount by \$148,667.25. Additional services are needed for pavement marking plans and permanent signing plans on M-13 south of Hess Avenue approximately 2,200 feet to incorporate the new alignment of the proposed configuration of intersection with the existing. The original authorization provides for design construction engineering services to be performed for the total reconstruction of M-13 from Hess Avenue to Court Street/Ezra Rust Avenue north of M-46 in the city of Saginaw, Saginaw County (CS 73051 - JN 45909C). The revised authorization term will be November 4, 2005, through April 4, 2010. The revised authorization amount will be \$511,121.74. The contract term is April 5, 2005, through April 4, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The consultant is currently under contract for the design of this project, without this approval the consultant will not be able to fulfill its contractual obligations. The consultant was selected to design this project based on its expertise with underground utility design. This work will keep the project on schedule for design.

**Purpose/Business Case:** To provide for the performance of additional design engineering services, will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services, and will increase the authorization amount by \$148,667.25. Additional services are needed for pavement marking plans on M-13 south of Hess approximately 2,200 feet in incorporate the new alignment of the proposed configuration of intersection with the existing.

**Benefit:** Will provide the corridor with modernized signal that will improve traffic operations and improve safety for the motorists.

**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 have sufficient time to design and generate signing and pavement marking plans for the new road alignment.

**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:** 48605.

17. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z17/R1) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of additional construction engineering services for the reconstruction of sidewalk ramps to the latest MDOT standards and Americans with Disabilities Act (ADA) requirements and will increase the authorization amount by \$72,955.23. The project was originally designed using the old (now outdated) standards for sidewalk ramps. The original authorization provides for full construction engineering services to be performed for the reconstruction of M-1 (Woodward Avenue) from Winchester Street to Tuxedo Avenue in the cities of Detroit and Highland Park, Wayne County (CS 82131 - JN 60442A). The authorization term remains unchanged, May 19, 2006, through October 4, 2008. The revised authorization amount will be \$375,848.92. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This revision will provide for additional construction engineering services to be performed for the reconstruction of sidewalk ramps to the latest MDOT standards and ADA requirements. The project was originally designed using the old standards for sidewalk ramps. Failure to provide the additional services would cause MDOT to be in violation of Federal Highway Administration, MDOT, and ADA requirements. As a result, this contract cannot be deferred to an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of additional construction engineering services for the reconstruction of sidewalk ramps to the latest MDOT standards and ADA requirements.

**Benefit:** Will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal funds and be contrary to state regulations.

**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:** 48202 and 48203.

18. HIGHWAYS - Design Consultant Services

Contract Amendment (2006-0068/A2) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services and will increase the contract amount by \$82,506.23. The additional services will include the extension of the approach work necessary to correct a stopping sight distance deficiency and the raising of the grade to address geometric deficiencies associated with the replacement of the existing railroad structures (CS 63022 - JN 88947D). The original contract provides for the patching and overlay of I-96/I-696 from Novi Road to approximately 100 feet west of Halstead Road in the cities of Novi and Farmington Hills, Oakland County. The work items include conducting a design survey; preparing base plans, right-of-way plans, traffic control plans, permanent pavement marking plans, utility plans, and freeway and non-freeway signing plans; and performing a drainage study. The revised project length is five miles. The contract term remains unchanged, July 19, 2006, through December 31, 2008. The revised contract amount will be \$1,492,470.15. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Farmington Hills (Act 51) Funds for services performed within the city of Farmington Hills; and 90% Federal Highway Administration Funds, 8.875% State Restricted Trunkline Funds, and 1.125% City of Novi (Act 51) Funds for services performed within the city of Novi.

**Criticality:** This project is currently scheduled for October 2007 plan completion. The additional work included in this amendment is required to complete the design of the project as agreed upon with the FHWA. This contract cannot be deferred to an October 2007 or later State Administrative Board agenda because doing so would jeopardize the current schedule and MDOT's ability to let the project for construction in 2008.

**Purpose/Business Case:** To provide for the performance of additional survey and design work for the extension of the approach work necessary to correct a stopping sight distance deficiency and raise the grade to address geometric deficiencies associated with the replacement of the existing railroad structures and to add the corresponding negotiated fees.

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

**Funding Source:** 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Farmington Hills (Act 51) Funds for services performed within the city of Farmington Hills; and 90% Federal Highway Administration Funds, 8.875% State Restricted Trunkline Funds, and 1.125% City of Novi (Act 51) Funds for services performed within the city of Novi.

**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, MDOT could lose the opportunity to address the geometric deficiencies, which could compromise the agreement made with the FHWA that allowed the replacement of the railroad structures to move forward. The separately designed road and bridge projects are being combined into one construction package to eliminate the coordination issues that could result if they were constructed separately. If this amendment is not approved, alternate repairs and additional maintenance could be necessary, which could result in disruptions to traffic, increased costs, and user delays.

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

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

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

**Zip Code:** 48377.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R2) under Contract (2006-0099) between MDOT and Capital Consultants, Inc., will provide for the performance of additional and revised design services and will increase the authorization amount by \$22,554.51. The additional and revised services will include an additional detour route for maintaining traffic to allow the replacement of a sanitary manhole, temporary traffic signal modifications, and a change from rehabilitation to reconstruction for a portion of the project located from west of Buhl Street to west of Curtis Street and from Miller Street to Maple Street in Ingham County. The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, and permanent signing plans and providing solutions to any problems that may arise during the design of the project. The original authorization provides for design services to be performed for roadway rehabilitation on M-36 from US-127 to Dexter Trail, Ingham County (CS 33021 - JN 75198C). The authorization term remains unchanged, April 6, 2006, through January 17, 2009. The revised authorization amount will be \$356,244.54. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The additional design services are required for the completion of the design of roadway improvements that are scheduled to be let in September 2007 and constructed in 2008. If the services are not approved, the design will not be completed and the roadway improvements will not take place as planned. The roadway condition and safety will continue to deteriorate. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of additional and revised design services including an additional detour route, temporary traffic signal modifications, and a change from rehabilitation to reconstruction for a portion of the project located from west of Buhl Street to west of Curtis Street and from Miller Street to Maple Street in Ingham County.

**Benefit:** Will improve the safety of the roadway by improving the condition and ride of the pavement.

**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 design will not be completed for the planned bid letting and construction timeframe, and the proposed roadway improvements will be delayed. The pavement will continue to deteriorate, and the pavement ride and condition will be poor. The strategy to improve the existing system and meet statewide condition goals will be in jeopardy.

**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:** 48854.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z26) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for the performance of full construction engineering services for soundwall construction on I-94 from 11 Mile Road to Frazho Road and from Martin Road to 12 Mile Road, Macomb County (CS 50111 - JN 86718A). The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$157,500.02. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This contract will allow construction engineering services to be performed for projects that have been let and scheduled for construction during summer 2007. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of full construction engineering services for soundwall construction on I-94 from 11 Mile Road to Frazho Road and from Martin Road to 12 Mile Road, Macomb County.

**Benefit:** Will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

**Risk Assessment:** Failure to authorize 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:** 48081.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0292) between MDOT and Corradino Group of Michigan, Inc., will provide for the scoping of aesthetic improvement alternatives for the M-102 (Eight Mile Road) and M-10 intersection in the cities of Southfield and Detroit in the Metro Region (CS 82142 - JN 89686). The work items include the examination, analysis, and identification of potential aesthetic opportunities for the intersection area, including, but not limited to, landscaping, lighting, approach work, removal of unnecessary pavement, addition of pavement, and delineation of pedestrian walkways. The authorization will be in effect from the date of award through April 17, 2009. The authorization amount will be \$139,371. The contract term is April 18, 2006, through April 17, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This project provides for aesthetic improvement alternatives for the M-102 (Eight Mile Road) at M-10 intersection in the cities of Southfield and Detroit in the Metro Region. This project will encourage the engagement of community and business stakeholders and provide innovative methods of outreach to gain public trust. Additionally, the information identified from this project will allow the coordination of improvement alternatives for the 2009 deck replacement project at this intersection. If this project is not completed, it could result in additional monetary expenditures in the future for the study, plan redevelopment, and retro-fitting of the deck replacement in this area. As a result, this contract cannot be deferred to an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** The purpose of this project is to develop viable improvement alternatives that are constructible and cost effective and consider the context of the area. The improvement alternatives will be coordinated with the local stakeholders and will reinforce our partnerships with the communities. Their additional input will be considered in developing solutions to provide a safe transportation facility and address context sensitive concerns.

**Benefit:** Stakeholders will be a part of the decision making process for the improvement alternatives that will be developed. This partnership will continue to garner trust and manage stakeholder and MDOT expectations realistically. It will also avoid the need to return later to retro-fit context sensitive solutions to transportation infrastructure already in place, thereby eliminating significant costs, disruptions, and inconvenience to the community, businesses, and motorists.

**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 scoping improvement alternatives are not completed, the commitment to the community and business stakeholders will not be addressed. Any potential context sensitive solutions developed would not be incorporated into the improvement of the deck replacement of the M-102 bridge that is scheduled for 2009 and could result in additional costs for the retro-fitting of improvements later.

\* 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 contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

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

**Zip Code:** 48075 and 48235.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z25) under Contract (2006-0349) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of construction engineering services along the M-10 corridor between Greenfield Road and Jefferson Avenue in the city of Detroit, Wayne County (CS 82112 - JN 45682A). The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The authorization will be in effect from the date of award through May 1, 2009. The authorization amount will be \$563,750. The contract term is May 2, 2006, through May 1, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This contract will allow construction engineering services to be performed for projects that have been let and scheduled for construction during summer 2007. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of full construction engineering services along the M-10 corridor between Greenfield Road and Jefferson Avenue in the city of Detroit, Wayne County.

**Benefit:** Will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

**Risk Assessment:** Failure to authorize 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:** 48235.

23. HIGHWAYS - IDS University Research Services

Authorization (Z6) under Contract (2006-0411) between MDOT and Michigan State University will provide for mobile retroreflectivity readings and an analysis of statewide data for pavement markings. The university will provide MDOT with data collection, redesign of the existing pavement marking database, analysis necessary to make performance-based decisions on new pavement marking materials, and documentation of current material performance. The authorization will be in effect from the date of award through July 12, 2008. The authorization amount will be \$146,977. The contract term is July 20, 2006, through July 19, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Providing the highest quality and most updated pavement marking service is critical to the safety of travelers. In addition, the research will ensure that MDOT's pavement marking program is prepared to meet proposed federal minimum standards for retroreflectivity. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** Will provide for mobile retroreflectivity readings and an analysis of statewide data for pavement markings. The university will provide MDOT with data collection, redesign of the existing pavement marking database, analysis necessary to make performance-based decisions on new pavement marking materials, and documentation of current material performance.

**Benefit:** Will allow a comparison of performance to cost-effectiveness for high-quality systems, allowing MDOT to make changes as necessary.

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

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

**Risk Assessment:** If this authorization is not approved, MDOT will be unable to access the data necessary to make performance-based decisions on new pavement marking materials, documenting performance of current materials, and meeting federal standard retroreflectivity requirements.

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

**Selection:** N/A.

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

**Zip Code:** 48909.

24. HIGHWAYS - IDS University Research Services

Authorization (Z4) under Contract (2006-0413) between MDOT and Wayne State University (WSU) will provide for an investigation of the behavior of skewed bridges through field testing and computer modeling in an effort to develop tools to aid in the design of safe, reliable, and economical skewed bridges. The authorization will be in effect from the date of award through 27 months. The authorization amount will be \$214,975.71. The contract term is from September 12, 2006, through September 11, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This project will provide MDOT with a better understanding of the behavior of skewed bridges, which make up a large portion of the bridges in Michigan. Skewed bridges are complex in nature and require more design and maintenance work than straight bridges. This project will help in the development of design tools and templates to reduce design work, reduce costs, and increase durability, which will improve safety. As a result, this contract cannot be deferred to an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for an investigation of the behavior of skewed bridges through field testing and computer modeling in an effort to develop tools to aid in the design of safe, reliable, and economical skewed bridges.

**Benefit:** Will help to simplify and streamline the design process, providing savings in time and money. Improved methods will increase the durability of skewed bridges and reduce premature localized concrete failure, which will increase traveler safety.

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

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

**Risk Assessment:** If this project is not approved, skewed bridges may continue to deteriorate rapidly because of a combination of complex loads and stress. Structural concrete will continue to experience high rates of dangerous cracking and spalling.

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

**Selection:** N/A.

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

**Zip Code:** 48202.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for bridge replacement and new railroad track approaches on the Escanaba and Lake Superior Railroad (E&LS) tracks over US-2, 3.5 miles north of Escanaba, Delta County (CS 21022 - JN 79021D). The services will include railroad bridge design and a new railroad approach design. The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$233,533.41. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This project is for the design of a replacement bridge and the design of new railroad approaches. Poor elements on this structure could result in unsafe conditions, with the possibility of concrete falling causing harm to travelers beneath the structure. Continued deterioration could require closure of this structure until it is replaced. As a result, this authorization cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the design of the bridge replacement and the new railroad track approaches on the E&LS tracks over US-2, 3.5 miles north of Escanaba, Delta County. This structure is in poor condition. The intent of this project is to eliminate unsafe conditions by upgrading the structure to meet current design and geometric standards.

**Benefit:** Will enhance the safety of travelers on or beneath the structure.

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

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

**Risk Assessment:** If this work is not performed at this time, poor elements on this structure could result in failure of the functionality and the loss of federal participation.

**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:** 49894.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for traffic signal optimization along various state trunkline routes in Lenawee County (CS 84916 - JN 88192C). The work items include adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The safety analysis includes analyzing crash data and identifying any traffic signal hardware or intersection geometric design improvements needed. Traffic signal optimization is done to maximize the existing roadway system on various corridors and at isolated intersections to move traffic more efficiently. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network and recommend adjustments to the system after implementation to ensure that the system is working correctly. A before and after study of the effectiveness is included and will be performed to provide a measurement tool for improvement. The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$144,093.47. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** This authorization is for traffic safety improvement projects. This authorization is 100 percent federally funded, and the funds could be lost if they are not utilized by the end of this fiscal year. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for traffic signal optimization along various state trunkline routes in Lenawee County.

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

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49221.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for the performance of full construction engineering services, for the M-53 bridge widening over I-696 and safety improvements at M-53 and 11 Mile Road, Macomb County (CS 50015 - JN 46103A). The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The authorization will be in effect from the date of award through March 22, 2010. The authorization amount will be \$120,000.21. The contract term is March 23, 2007, through March 22, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** This contract will allow construction engineering services to be performed for projects that have been let and scheduled for construction during summer 2007. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of full construction engineering services for the M-53 bridge widening over I-696 and safety improvements at M-53 and 11 Mile Road, Macomb County.

**Benefit:** Will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**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:** Failure to authorize 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:** 48093.

28. \*HIGHWAYS - Intelligent Transportation Services

Contract (2007-0489) between MDOT and HNTB Michigan, Inc., will provide for design services for the development of the Intelligent Transportation System (ITS) on I-75, I-475, I-69, and US-23 in Genesee County. Work items include, but are not limited to, the design for the installation of changeable message signs and the installation of closed circuit television cameras, detectors, and communications infrastructure. The contract will be in effect from the date of award through December 31, 2008. The contract amount will be \$950,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This project will provide for improved traffic and incident management in the Genesee County area, which will increase traveler safety and minimize user delays so that products and people will reach their destinations in an efficient and cost effective way. Three of the projects included in this contract are scheduled for the September 2007 letting; therefore, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for design services for the development of the ITS on I-75, I-475, I-69, and US-23 in Genesee County. Work items include, but are not limited to, the design for the installation of changeable message signs and the installation of closed circuit television cameras, detectors, and communications infrastructure.

**Benefit:** Will increase safety, improve air quality, alleviate traffic congestion, and support economic development.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized. There is no bond money involved in this project.

**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, federal funding could be jeopardized and MDOT could lose the opportunity to better manage traffic and improve traffic mobility for improved public safety and economic well being.

**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:** 48503.

29. \*HIGHWAYS - Construction Engineering Services

Contract (2007-0555) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of as-needed construction engineering services for the Gateway Project (wall and bridge portions) on I-75 from Clark Street to Rosa Parks Boulevard and on I-96 from I-75 west to Warren Avenue in the city of Detroit, Wayne County. The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The contract will be in effect from the date of award through July 5, 2010. The contract amount will be \$5,360,788.02. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This segment of I-75 is the last to be reconstructed in downtown Detroit. It will provide a critical link to the freeway while also providing a direct link to the Ambassador Bridge Plaza. After completion of this job, cars and trucks will no longer be forced onto local roads. They will automatically enter the freeway network. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of as-needed construction engineering services for the Gateway Project (wall and bridge portions) on I-75 from Clark Street to Rosa Parks Boulevard and on I-96 from I-75 west to Warren Avenue in the city of Detroit, Wayne County.

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

\* Denotes a non-standard contract/amendment

**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:** 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 a new project.

**Zip Code:** 48216.

30. \*HIGHWAYS - Construction Engineering Services

Contract (2007-0557) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of as-needed construction engineering services for the Gateway Project (road portion only) on I-75 from Clark Street to Rosa Parks Boulevard and on I-96 from I-75 west to Warren Avenue in the city of Detroit, Wayne County. The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The contract will be in effect from the date of award through July 5, 2010. The contract amount will be \$4,209,881.70. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This segment of I-75 is the last to be reconstructed in downtown Detroit. It will provide a critical link to the freeway while also providing a direct link to the Ambassador Bridge Plaza. After completion of this job, cars and trucks will no longer be forced onto local roads. They will automatically enter the freeway network. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of as-needed construction engineering services for the Gateway Project (road portion only) on I-75 from Clark Street to Rosa Parks Boulevard and on I-96 from I-75 west to Warren Avenue in the city of Detroit, Wayne County.

**Benefit:** Will provide construction engineering 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:** 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 a new project.

**Zip Code:** 48216.

31. \*HIGHWAYS - Construction Engineering Services

Contract (2007-0568) between MDOT and Tetra Tech of Michigan P.C., will provide for the performance of full construction engineering services for the rehabilitation of 26 bridges on I-75, I-696, and M-102 and for pavement repair on I-696 from Scotia Lane to I-75, in the cities of Detroit, Hazel Park, Royal Oak, and Ferndale, Oakland, and Wayne Counties. The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The contract will be in effect from the date of award through June 30, 2009. The contract amount will be \$1,433,794.11. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The project includes the rehabilitation of 26 bridges in the southeast corner of Oakland County. The bridges are in poor condition (concrete is falling off and two bridges have temporary supports) and failure to rehabilitate them would result in an increased risk to motorists. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of full construction engineering services for the rehabilitation of 26 bridges on I-75, I-696, and M-102 and for pavement repair on I-696 from Scotia Lane to I-75, in the cities of Detroit, Hazel Park, Royal Oak, and Ferndale, Oakland, and Wayne Counties.

**Benefit:** Will provide construction engineering 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:** 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 a new project.

**Zip Code:** 48030.

32. \*HIGHWAYS - IDS Expert Witness Services

Contract (2007-0622) between MDOT and Employability & Rehabilitation Consultants will provide for the performance of various expert witness services, including vocational rehabilitation research and investigatory services, in the defense of lawsuits filed against MDOT. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000. The maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

**Criticality:** Approval of indefinite delivery of services contracts is necessary to allow MDOT to issue critical work authorizations for essential expert witness and investigatory services performed under the direction of the Office of the Attorney General.

33. \*HIGHWAYS (Maintenance) - Contract Language Update  
Amendatory Contract (2006-0169/A2) between MDOT and the City of Kalamazoo will update the depreciation schedule language to the current standard. The original contract provides for the construction of a chemical storage facility in the city of Kalamazoo. The contract term remains unchanged, April 11, 2006, through April 11, 2008. The contract amount remains unchanged at \$500,000. Source of Funds: 25% State Restricted Trunkline Funds and 75% City of Kalamazoo Funds.

**Criticality:** The construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within the city of Kalamazoo. The amendment will update the reimbursement formula language for termination to concur with recently approved language.

**Purpose/Business Case:** To update the depreciation schedule language to the current standard. The original contract provides for the construction of a concrete wall bulk facility chemical storage building with a capacity of approximately 7,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

**Benefit:** Will provide for the current depreciation schedule language to be updated.

**Funding Source:** 25% State Restricted Trunkline Funds and 75% City of Kalamazoo Funds.

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

**Risk Assessment:** If the amendment is not approved, the depreciation schedule language will not be updated.

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

**Selection:** N/A.

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

**Zip Code:** 49007.

34. \*HIGHWAYS (Maintenance) - Contract Language Update  
Amendatory Contract (2006-0170/A1) between MDOT and the Marquette County Road Commission will update the depreciation schedule language to the current standard. The original contract provides for the construction of a chemical storage facility in Forsyth Township, Marquette County. The contract term remains unchanged, April 11, 2006, through April 11, 2008. The contract amount remains unchanged at \$300,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Marquette County. The amendment will update the reimbursement formula language for termination to concur with recently approved language.

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

**Benefit:** Will provide for the current depreciation schedule language to be updated.

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

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

**Risk Assessment:** If the amendment is not approved, the depreciation schedule language will not be updated.

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

**Selection:** N/A.

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

**Zip Code:** 49849.

\* Denotes a non-standard contract/amendment

35. \*HIGHWAYS (Maintenance) - Contract Language Update

Amendatory Contract (2006-0236/A1) between MDOT and the Genesee County Road Commission will update the depreciation schedule language to the current standard. The original contract provides for the construction of a chemical storage facility in Montrose Township, Genesee County. The contract term remains unchanged, May 5, 2006, through May 5, 2008. The contract amount remains unchanged at \$400,000. Source of Funds: 33% State Restricted Trunkline Funds and 67% Genesee County Road Commission Funds.

**Criticality:** The construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Genesee County. The amendment will update the reimbursement formula language for termination to concur with recently approved language.

**Purpose/Business Case:** To update the depreciation schedule language to the current standard. The original contract provides for the construction of a concrete wall bulk facility chemical storage building with a capacity of approximately 1,900 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

**Benefit:** Will provide for the current depreciation schedule language to be updated.

**Funding Source:** 33% State Restricted Trunkline Funds and 67% Genesee County Road Commission Funds.

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

**Risk Assessment:** If the amendment is not approved, the depreciation schedule language will not be updated.

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

**Selection:** N/A.

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

**Zip Code:** 48503.

36. \*PASSENGER TRANSPORTATION - Novation, Renewal/Extension

Amendatory Contract (2000-0462/A1) between MDOT, the City of Alpena, and the Thunder Bay Transportation Authority will provide for the reassignment of contract responsibilities and one transit vehicle from the City of Alpena to the Thunder Bay Transportation Authority and will renew the contract and extend the contract term. Because the City is no longer maintaining public transportation services, all contract responsibilities are being assumed by the newly formed Thunder Bay Transportation Authority. The original contract provided FY 2000 Federal Section 5309 Capital Discretionary Program Grant funds for the purchase of a transit vehicle. The revised contract term will be from January 18, 2001, through January 17, 2004, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The contract amount remains unchanged at \$92,180. Source of Funds: FY 2000 Federal Transit Administration (FTA) Funds - \$73,744; FY 2000 State Restricted Comprehensive Transportation Funds - \$18,436.

**Criticality:** This amendment will provide for the transfer of contract responsibilities and the transit vehicle due to the transfer of operations from the City of Alpena to the Thunder Bay Transportation Authority. The contract term will be revised to ensure that contract responsibilities that extend beyond the original contract expiration date can be enforced.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities and one transit vehicle from the City of Alpena to the Thunder Bay Transportation Authority and to renew the contract and extend the contract term.

**Benefit:** All public transportation services in the city of Alpena will be coordinated by one agency.

**Funding Source:** FTA Funds - \$73,744; FY 2000 State Restricted Comprehensive Transportation Funds - \$18,436.

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** If this amendment is not approved, the transit vehicle could not be transferred to the Thunder Bay Transportation Authority, which will coordinate all public transportation services in the city of Alpena, and services could be reduced, eliminated, or provided in a less efficient manner.

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

**Selection:** N/A.

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

**Zip Code:** 49707.

37. \*PASSENGER TRANSPORTATION - Extend Project Completion Period and Term  
Amendatory Contract (2001-0855/A3) between MDOT and the Muskegon County Board of Commissioners will extend the project completion period by two years to provide sufficient time for the County to procure Intelligent Transportation System (ITS) equipment for replacement vehicles and will revise the contract term to extend until the last obligation between the parties has been fulfilled. Because the procurement of Global Positioning System (GPS) equipment cost less than anticipated, the County is requesting a project completion extension to allow use of the remaining funds for the purchase of additional equipment that is consistent with the ITS architecture for the replacement vehicles. The contract term needs to be revised to ensure that contract responsibilities that extend beyond the current expiration date of July 25, 2007, can be enforced. The original contract provides state matching funds for the County's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised project completion period will be from July 26, 2001, through July 25, 2009. The revised contract term will be from July 26, 2001, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$455,000. Source of Funds: Federal Transit Administration (FTA) Funds - \$364,000, FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$90,000; Muskegon County Funds - \$1,000.

**Criticality:** Extension at this time is critical because the contract expires July 25, 2007, and procurement is in place for ITS equipment for County buses. This equipment improves the safety of the County's transit services.

**Purpose/Business Case:** To extend the contract by two years to provide sufficient time for Muskegon County to better utilize GPS equipment funds by buying equipment consistent with the ITS architecture.

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

**Funding Source:** FTA Funds - \$364,000, FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$90,000; Muskegon County Funds - \$1,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49444.

38. \*PASSENGER TRANSPORTATION - Novation

Amendatory Contract (2002-0005/A2) between MDOT, the City of Alpena, and the Thunder Bay Transportation Authority will provide for the reassignment of contract facilities and responsibilities for the administration of public transportation services in Alpena County from the City of Alpena to the Thunder Bay Transportation Authority for the project authorization listed below. Because the City is no longer maintaining public transportation services, all contract responsibilities are being assumed by the newly formed Thunder Bay Transportation Authority. The dollar amount, terms, and conditions of the authorization remain unchanged.

<u>Orig. Auth.</u>	<u>New Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
2002-0005/Z11/R1	2006-0056/Z6	FY 2005 Federal Section 5309 Capital Discretionary Program	March 14, 2006, through March 13, 2009	\$125,000

**Criticality:** This amendment is critical to continue providing service at current levels in the city of Alpena due to the transfer of operations from the City to the Thunder Bay Transportation Authority.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities for the administration of public transportation services in Alpena County from the City to the Thunder Bay Transportation Authority.

**Benefit:** All public transportation services in Alpena County will be coordinated by one agency.

**Funding Source:** Federal Transit Administration Funds - \$100,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,000.

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

**Risk Assessment:** The risk of not approving this amendment is that public transportation services in Alpena County could be reduced, eliminated, or provided in a less efficient manner.

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

**Selection:** N/A.

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

**Zip Code:** 49707.

39. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z11/R3) under Master Agreement (2002-0012) between MDOT and the Bay Area Transportation Authority (BATA), which provides service in Grand Traverse and Leelanau Counties, will extend the authorization term by one year to provide sufficient time for BATA to complete the project. The additional time is needed because of unforeseen delays in the manufacturing of the buses. The bus manufacturer has had difficulty purchasing the chassis on which to build the buses, which has delayed bus delivery. The original authorization provides state matching funds for BATA's FY 2003 Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 29, 2003, through July 28, 2008. The authorization amount remains unchanged at \$614,799. 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 - \$491,839; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$122,960.

**Criticality:** This revision will allow BATA to continue with the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure the safety of passengers. This revision cannot be deferred until an October 2007 State Administrative Board agenda because the project authorization will expire on July 28, 2007, and BATA would not be able to continue with the procurement. The procurement process would have to start over and the replacement of the buses would be substantially delayed.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for BATA to purchase needed buses.

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

**Funding Source:** FTA Funds - \$491,839; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$122,960.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49684.

40. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z16/R2) under Master Agreement (2002-0012) between MDOT and the Bay Area Transportation Authority (BATA), which provides service in Grand Traverse and Leelanau Counties, will extend the authorization term by one year to provide sufficient time for BATA to complete the project. The additional time is needed because of unforeseen delays in the manufacturing of the buses. The bus manufacturer has had difficulty purchasing the chassis on which to build the buses, which has delayed bus delivery. The original authorization provides state matching funds for BATA's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be September 14, 2004, through September 13, 2008. The authorization amount remains unchanged at \$48,750. 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 - \$39,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,750.

**Criticality:** This revision will allow BATA to continue with the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure the safety of passengers. This revision cannot be deferred until an October 2007 State Administrative Board agenda because the project authorization will expire on July 28, 2007, and BATA would not be able to continue with the procurement. The procurement process would have to start over and the replacement of the buses would be substantially delayed.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for BATA to purchase needed buses.

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

**Funding Source:** FTA Funds - \$39,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,750.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49684.

41. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Master Agreement (2007-0613/Z1). The revision will provide for the reassignment of state matching funds for Holland's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization term remains unchanged, September 14, 2005, through September 13, 2008. The original authorization amount was \$129,600. The revised authorization amount will be zero dollars. 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.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Holland to the new Macatawa Area Express Transportation Authority as of July 1, 2007.

**Purpose/Business Case:** To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority.

**Benefit:** All public transportation services in Ottawa County will be coordinated by one agency.

**Funding Source:** All funds under this authorization will transfer to (2007-0613/Z1).

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

**Risk Assessment:** The risk of not reassigning this authorization is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, could be less efficient.

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

**Selection:** N/A.

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

**Zip Code:** 49423.

42. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide for the reassignment of project and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Master Agreement (2007-0613/Z2). The revision will provide for the reassignment of federal and local matching funds for Holland's FY 2006 Federal Section 5304 State Planning and Research Program grant. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization term remains unchanged, May 12, 2006, through May 11, 2009. The original authorization amount was \$90,161. The revised authorization amount will be zero dollars. 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.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Holland to the new Macatawa Area Express Transportation Authority as of July 1, 2007.

**Purpose/Business Case:** To provide for the reassignment of project and administration responsibilities for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority.

\* Denotes a non-standard contract/amendment

**Benefit:** All public transportation services in Ottawa County will be coordinated by one agency.

**Funding Source:** All funds under this authorization will transfer to (2007-0613/Z2).

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

**Risk Assessment:** The risk of not reassigning this authorization is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, could be less efficient.

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

**Selection:** N/A.

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

**Zip Code:** 49423.

43. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Master Agreement (2007-0613/Z3). The revision will provide for the reassignment of state matching funds for Holland's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization term remains unchanged, February 13, 2007, through February 12, 2010. The original authorization amount was \$309,375. The revised authorization amount will be zero dollars. 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.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Holland to the new Macatawa Area Express Transportation Authority as of July 1, 2007.

**Purpose/Business Case:** To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority.

**Benefit:** All public transportation services in Ottawa County will be coordinated by one agency.

**Funding Source:** All funds under this authorization will transfer to (2007-0613/Z3).

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

**Risk Assessment:** The risk of not reassigning this authorization is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, would be less efficient.

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

**Selection:** N/A.

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

**Zip Code:** 49423.

44. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z7/R1) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Master Agreement (2007-0613/Z4). The authorization will provide for the reassignment of state matching funds for Holland's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2006 Federal Congestion Mitigation and Air Quality Improvement Program grant. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization term remains unchanged, January 17, 2007, through January 16, 2010. The original authorization amount was \$1,250,529. The revised authorization amount will be zero dollars. 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.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Holland to the new Macatawa Area Express Transportation Authority as of July 1, 2007.

**Purpose/Business Case:** To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority.

**Benefit:** All public transportation services in Ottawa County will be coordinated by one agency.

**Funding Source:** All funds under this authorization will transfer to (2007-0613/Z4).

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

**Risk Assessment:** The risk of not reassigning this authorization is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, would be less efficient.

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

**Selection:** N/A.

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

**Zip Code:** 49423.

45. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z8/R1) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Master Agreement (2007-0613/Z5). The revision will provide for the reassignment of state matching funds for Holland's FY 2004 and FY 2005 Federal Section 5309 Capital Discretionary Program grant. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization term remains unchanged, September 25, 2006, through September 24, 2009. The original authorization amount was \$1,942,879. The revised authorization amount will be zero dollars. 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.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Holland to the new Macatawa Area Express Transportation Authority as of July 1, 2007.

**Purpose/Business Case:** To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority.

**Benefit:** All public transportation services in Ottawa County will be coordinated by one agency.

**Funding Source:** All funds under this authorization will transfer to (2007-0613/Z5).

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

**Risk Assessment:** The risk of not reassigning this authorization is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, would be less efficient.

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

**Selection:** N/A.

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

**Zip Code:** 49423.

46. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z39/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will increase toll credits by \$171,761, decrease the state share by \$214,701, reduce the number of replacement buses, add a line item for preventive maintenance, and adjust funding between line items. This revision is being made because of changing priorities and to reflect MTA's approved amendment to an existing federal grant. The original authorization provides state matching funds for MTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, July 22, 2006, through July 21, 2009. The revised authorization amount will be \$4,163,845. Additional toll credits will be allocated as match for the preventive maintenance line item. The revised toll credit amount will be \$422,477. 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 - \$3,753,553; FY 2006 State Restricted Comprehensive Transportation Funds - \$410,292.

**Criticality:** This revision is critical because it adds the preventive maintenance line item, which is essential in enabling MTA to continue to conduct preventive maintenance activities to ensure a safe, reliable fleet.

**Purpose/Business Case:** To increase toll credits by \$171,761, to decrease the state share by \$214,701, to reduce the number of replacement buses, to add a preventive maintenance line item, and to adjust funding between line items.

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

**Funding Source:** FTA Funds - \$3,753,553; FY 2006 State Restricted Comprehensive Transportation Funds - \$410,292.

**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 FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 48503.

47. PASSENGER TRANSPORTATION - Section 5307 Capital Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners will extend the authorization term by two years to provide sufficient time for the County to acquire the necessary support, computer, and bus station equipment. The equipment procurement has been delayed by the planning of a major construction project, which should be completed in FY 2009. The original authorization provides state matching funds for the County's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be September 8, 2004, through September 7, 2009. The authorization amount remains unchanged at \$1,045,000. 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 - \$836,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$209,000.

**Criticality:** Extension is critical at this time to allow continuation of the authorization until completion of the construction project and to provide sufficient time for the County to purchase the necessary equipment. This revision cannot be deferred until an October 2007 State Administrative Board agenda because the project authorization will expire on September 7, 2007, and the County would not be able to continue with the procurement process for the needed equipment.

**Purpose/Business Case:** To extend the authorization term by two years to provide sufficient time for the County to procure needed support, computer, and bus station equipment.

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

**Funding Source:** FTA Funds - \$836,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$209,000.

**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 FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 49444.

48. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z12/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb, Oakland, Wayne and Monroe Counties, will extend the authorization term by two years to provide sufficient time for SMART to complete the projects. The additional time is needed because the security systems and digital voice announcer/automated vehicle locator (AVL) system upgrade line items were delayed due to the complexities of the technology involved, difficulties in finding systems that are compatible with both linehaul and paratransit vehicles and with existing systems, and difficulties in securing sufficient funding for SMART complete the project. The facility work was delayed due to funding shortages but is now proceeding. The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 11, 2003, through July 10, 2009. The authorization amount remains unchanged at \$4,303,594. 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 - \$3,442,875; FY 2002, FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

**Criticality:** Extension at this time is critical because SMART has ongoing vendor expenses it must pay in order to complete the project. This revision cannot wait until an October 2007 agenda because the project authorization expires on July 10, 2007; the project authorization must be extended at this time to ensure payment of the ongoing costs.

**Purpose/Business Case:** To extend the authorization term by two years to provide sufficient time for SMART to complete the facility renovation and upgrades of security and digital voice announcer/AVL systems.

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

**Funding Source:** FTA Funds - \$3,442,875; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

**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 FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 48226.

49. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z25/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Oakland, Wayne and Macomb Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. The additional time is needed because SMART's Community Partnership Program communities that were scheduled to receive vehicles needed additional time to assess their service needs and available resources, delaying the vehicle requisition. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be July 21, 2004, through July 20, 2008. The authorization amount remains unchanged at \$1,218,733. 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 - \$974,986; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$243,747.

**Criticality:** This revision will allow SMART to continue with the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure the safety of passengers. This revision cannot be deferred until an October 2007 State Administrative Board agenda because the project authorization will expire on July 20, 2007, and SMART would not be able to continue with the procurement. The procurement process would have to start over, and the replacement of the buses would be substantially delayed.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for SMART to procure replacement buses and place them in service.

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

**Funding Source:** FTA Funds - \$974,986; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$243,747.

**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 FTA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 48226.

50. PASSENGER TRANSPORTATION - Marine Capital Program

Amendatory Contract (2003-0356/A3) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA) will extend the contract term by one year to provide sufficient time for EUPTA to complete the project. EUPTA must update vessel radars to maintain compliance with U.S. Coast Guard (USCG)/Homeland Security requirements and to operate safely. EUPTA has bid out the vessel radar equipment twice but has not been able to solicit a satisfactory bid to date. This extension will allow EUPTA to re-bid and purchase vessel radars. Failure to extend the contract could jeopardize continued ferry service and create non-compliance with USCG and Homeland Security requirements. The original contract provides state Marine Program funds for capital improvements to the St. Mary's River Ferry System, which provides marine passenger service between Sault Ste. Marie-Sugar Island, Barbeau-Neebish Island, and DeTour-Drummond Island. The revised contract term will be August 11, 2003, through August 10, 2008. The contract amount remains unchanged at \$656,778. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$591,100; EUPTA Funds - \$65,678.

**Criticality:** EUPTA must update vessel radars to maintain compliance with USCG/Homeland Security requirements and to operate safely. Failure to extend the contract could jeopardize continued ferry service and create non-compliance with USCG and Homeland Security requirements.

**Purpose/Business Case:** To provide EUPTA with sufficient time to re-bid and purchase vessel radars.

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

**Funding Source:** FY 2003 State Restricted Comprehensive Transportation Funds - \$591,100; EUPTA Funds - \$65,678.

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

**Risk Assessment:** The risk of not completing the project is the possible interruption of service due to non-compliance with USCG requirements.

**Cost Reduction:** The project will be bid for the most cost effective use of funds.

**Selection:** N/A.

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

**Zip Code:** 49783.

51. \*PASSENGER TRANSPORTATION - Increase Amount, Extend Term

Amendatory Contract (2004-0279/A3) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will increase federal funding by \$160,000 and state funding by \$40,000 for the architectural and engineering (A&E) wharf line item, move \$9,873 from the contingency line item to the A&E wharf line item, and extend the contract term by one year to provide sufficient time for DWCPA to complete the A&E services. The increase in funding is needed to complete the engineering services for the design and construction oversight of the offshore wharf. Site conditions required the design of an offshore wharf, and a lengthy permit process delayed the A&E service work. The construction of the offshore wharf is currently scheduled to begin during the 2007 construction season. The original contract provides FY 2003 Federal High Priority Project funds for A&E services and project management for a terminal facility and a new public dock in downtown Detroit. The facility will be designed to accommodate harbor cruise ships and other transient vessels visiting Detroit. The revised contract term will be July 7, 2004, through July 6, 2008. The revised contract amount will be \$1,867,200. Source of Funds: Federal Highway Administration (FHWA) Funds - \$1,493,760; FY 2002 State Restricted Comprehensive Transportation Funds - \$373,440.

**Criticality:** Approval of this amendment is critical to allow the agency to continue with the design of the terminal and public dock. The design needs to be completed to allow construction to begin this summer or fall. As a result, this amendment cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide additional federal and state funding for A&E services for the wharf line item, to move \$9,873 from the contingency line item to the A&E wharf line item, and to extend the contract term by one year to allow DWCPA sufficient time to complete the A&E services on the wharf line item.

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

**Funding Source:** FHWA Funds - \$1,493,760; FY 2002 State Restricted Comprehensive Transportation Funds - \$373,440.

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

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

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

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

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

**Zip Code:** 48214.

52. \*PASSENGER TRANSPORTATION - Novation

Amendatory Contract (2005-0442/A1) between MDOT, the Thunder Bay Transportation Corporation (TBTC), and the Thunder Bay Transportation Authority will provide for the reassignment of contract responsibilities for the administration of public transportation services in Alpena, Montmorency, and Alcona Counties from the TBTC to the Thunder Bay Transportation Authority. Because the TBTC is no longer in operation, all contract responsibilities are being assumed by the newly formed Thunder Bay Transportation Authority. The contract term remains unchanged, from September 19, 2005, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$196,760. Source of Funds: Federal Transit Administration (FTA) Funds - \$157,408; FY 2002 State Restricted Comprehensive Transportation Funds - \$39,352.

**Criticality:** Approval of this amendment is critical to the continued provision of service at current levels in Alpena, Montmorency, and Alcona Counties due to the transfer of operations from TBTC to the Thunder Bay Transportation Authority.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities for the administration of public transportation services in Alpena, Montmorency, and Alcona Counties from the TBTC to the Thunder Bay Transportation Authority.

**Benefit:** All public transportation services in the three-county area will be coordinated by one agency.

**Funding Source:** FTA Funds - \$157,408; FY 2002 State Restricted Comprehensive Transportation Funds - \$39,352.

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

**Risk Assessment:** The risk of not approving this amendment is that public transportation services in the three county area could be reduced or eliminated, or provided in a less efficient manner.

**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:** 49707

53. \*PASSENGER TRANSPORTATION - Time Extension  
Amendatory Contract (2006-0468/A1) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will retroactively extend the contract term by three months (three days retroactive) to provide for an additional three months of rideshare services. As a result of instituting cost containment measures due to the budget shortfalls in the state, SEMCOG has determined that there is sufficient funding remaining in the contract to provide for an additional three months of services. As a result, this amendment will allow SEMCOG to continue providing rideshare services without interruption through September 30, 2007. The original contract provides federal funding for SEMCOG's rideshare program through the FY 2006 Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be July 1, 2006, through September 30, 2007. The contract amount remains unchanged at \$414,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$414,000.

**Criticality:** Approval at this time is critical so that rideshare services can continue to be provided without interruption. The rideshare program enables people to get to work sites more economically, alleviates congestion and pollution, and improves safety on roadways.

**Purpose/Business Case:** To extend the contract term by three months to provide for an additional three months of rideshare services without interruption.

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

**Funding Source:** FHWA Funds - \$414,000.

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

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

**Cost Reduction:** The agency will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

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

**Zip Code:** 48226.

54. PASSENGER TRANSPORTATION - Section 5309 Capital Program  
Project Authorization (Z4) under Master Agreement (2007-0157) between MDOT and the Allegan County Board of Commissioners will provide for the purchase of property and for transit facility construction under the County's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The authorization will be in effect from the federal grant effective date 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 \$1,415,084. 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 - \$1,132,067; FY 2003 State Restricted Comprehensive Transportation Funds - \$283,017.

**Criticality:** Allegan County does not currently have a transit facility, and the new transit facility will enable the County to provide more efficient service. Also the federal funds will lapse if not put under contract this year.

**Purpose/Business Case:** To provide funding for the property purchase and transit facility construction under the County's FY 2005 Federal Section 5309 Capital Discretionary Program grant.

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

**Funding Source:** FTA Funds - \$1,132,067; FY 2003 State Restricted Comprehensive Transportation Funds - \$283,017.

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

\* Denotes a non-standard contract/amendment

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

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

**Selection:** N/A.

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

**Zip Code:** 49010.

55. PASSENGER TRANSPORTATION - Transportation, Community, and System Preservation Program

Project Authorization (Z1) under Master Agreement (2007-0281) between MDOT and the Regional Transit Coordinating Council (RTCC) in southeast Michigan will provide Federal Transportation and Community and System Preservation funding to the RTCC for the development of a comprehensive regional service plan. This grant originally was awarded to the Detroit Area Regional Transportation Authority (DARTA) and is being transferred to RTCC because the DARTA agreement with RTCC was declared void by the state Supreme Court. The effective date of the authorization will be the effective date of the federal grant, and the authorization will be in effect for 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 \$500,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Highway Administration (FHWA) Funds - \$500,000.

**Criticality:** This project authorization is critical to secure federal funds earmarked for a comprehensive regional service plan in southeast Michigan.

**Purpose/Business Case:** To provide Federal Transportation, Community and System Preservation Program funds to the RTCC for the development of a comprehensive regional service plan.

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

**Funding Source:** FHWA Funds - \$500,000.

**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 FHWA and is not negotiated.

**Selection:** N/A.

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

**Zip Code:** 48207.

56. PASSENGER TRANSPORTATION - Section 5309 Capital Program

Project Authorization (Z1) under Master Agreement (2007-0368) between MDOT and Boysville of Michigan, Inc., will provide for the purchase of vehicles and for preventive maintenance under the FY 2006 and FY 2007 Federal Section 5309 Capital Discretionary Programs. The authorization will be in effect from the federal grant effective date 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 \$1,642,188. 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 - \$1,313,750; Boysville Funds - \$328,438.

**Criticality:** The agency has a critical need to replace vehicles that have been declared unsafe for passenger transportation.

**Purpose/Business Case:** To provide funding for the purchase of vehicles and preventive maintenance under the FY 2006 and FY 2007 Federal Section 5309 Capital Discretionary Program.

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

**Funding Source:** FTA Funds - \$1,313,750; Boysville Funds - \$328,438.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49236.

57. \*PASSENGER TRANSPORTATION - Rail Passenger

Contract (2007-0480) between MDOT and Durand Union Station, Inc., will provide funds for a local marketing program for rail passenger service along the Blue Water route, which includes station stops at Port Huron, Lapeer, Flint, Durand, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles. The purpose of this marketing is to increase ridership and revenues for this service. The contract will be in effect from the date of award through September 30, 2008. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$49,945.

**Criticality:** This contract is critical because there is a direct correlation between community-focused marketing efforts and ridership. The number of passengers on the trains has a direct effect on the State of Michigan's annual operating expenditure, which is paid to Amtrak. Increases in ridership result in higher revenues, which reduce the necessary monies needed to support the service. Growth in ridership has reduced the FY 2007 subsidy to Amtrak by over \$863,000 from the FY 2006 subsidy. Durand Union Station will concentrate its promotion and marketing efforts on the Blue Water Service, which stretches from Port Huron to Chicago. These efforts will promote passenger rail as an affordable and viable travel option as gas prices soar. Additionally, funding will lapse on this project if this agreement is not executed before the close of the fiscal year.

**Purpose/Business Case:** To provide funds for a local marketing program for the Blue Water rail passenger service route that runs to and from Port Huron through Lapeer, Flint, Durand, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles.

**Benefit:** Will increase public awareness of rail service along this route and promote increases in ridership and revenues for this service. These increases reduce the operating subsidy to Amtrak.

**Funding Source:** FY 2007 State Restricted Comprehensive Transportation Funds - \$49,945.

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

**Risk Assessment:** Not approving this contract could result in lower ridership on this rail service, which would negatively affect revenue. Lower revenue would increase the operating subsidy request from Amtrak.

**Cost Reduction:** By allowing one agency to market for the whole route, the marketing plan will include multiple buys, which will create cost savings. Also, increased ridership from these marketing efforts will positively influence revenues, resulting in a lower operating subsidy.

**Selection:** N/A.

**New Project Identification:** This is a new contract for a continuation of marketing activities provided in previous years.

**Zip Code:** 48429.

58. \*PASSENGER TRANSPORTATION - Rail Passenger

Contract (2007-0481) between MDOT and the City of Bangor will provide \$100,000 in state funds for the implementation of the 2007 to 2008 marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago). The City of Bangor is acting as an agent for Westrain Collaborative, an organization comprised of representatives from West Michigan communities collectively engaged in the promotion of rail passenger service in West Michigan. The project cost will be \$111,111. The contract will be in effect from the date of award through September 30, 2008. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$100,000; City of Bangor Funds - \$11,111.

**Criticality:** This contract is critical because there is a direct correlation between community-focused marketing efforts and ridership. The number of passengers on the trains has a direct affect on the State of Michigan's annual operating expenditure, which is paid to Amtrak. Increases in ridership result in higher revenues, which reduce the necessary monies needed to support the service. Growth in ridership has reduced the FY 2007 subsidy to Amtrak by over \$863,000 from the FY 2006 subsidy. The City of Bangor, acting on behalf of the Westrain Collaborative, will concentrate its promotion and marketing efforts on the Pere Marquette Service, which stretches from Grand Rapids to Chicago. These efforts will promote passenger rail as an affordable and viable travel option as gas prices soar. Additionally, funding will lapse on this project if this agreement is not executed before the close of the fiscal year.

**Purpose/Business Case:** To provide state funds to the City for the implementation of the FY 2007-08 local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago).

**Benefit:** Will increase public awareness of rail service in West Michigan, promoting increases in ridership and revenues for this service. These increases reduce the operating subsidy to Amtrak.

**Funding Source:** FY 2007 State Restricted Comprehensive Transportation Funds - \$100,000; City of Bangor Funds - \$11,111.

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

**Risk Assessment:** Not approving this contract could result in lower ridership on this rail service, which would negatively affect revenue. Lower revenue would increase the operating subsidy request from Amtrak.

**Cost Reduction:** The Westrain Collaborative has not received an increase in state funds for marketing since FY 1998.

**Selection:** N/A.

**New Project Identification:** This is a new contract for a continuation of marketing activities provided in previous years.

**Zip Code:** 49013

59. \*PASSENGER TRANSPORTATION - Rideshare

Contract (2007-0605) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide federal funds for the continuation of the local rideshare program for portions of FY 2007 and FY 2008 under the FY 2007 Federal Congestion Mitigation and Air Quality Improvement Program. AATA will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trips. This will reduce energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from July 1, 2007, through September 30, 2008. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$215,000. Source of Funds: FY 2007 Federal Highway Administration (FHWA) Funds - \$215,000.

**Criticality:** Approval of this contract is critical to the continuation of rideshare services that enable people to get to work, alleviate congestion and pollution, and improve safety on roadways.

**Purpose/Business Case:** To provide for the continuation of rideshare recruitment and matching services in the counties served by AATA.

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

**Funding Source:** FY 2007 FHWA Funds - \$215,000.

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

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

**Cost Reduction:** The Authority will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

**New Project Identification:** This is not a new project but provides funding for the continuation of services.

**Zip Code:** 48104.

60. \*PASSENGER TRANSPORTATION - Rideshare Program

Contract (2007-0610) between MDOT and the Southwestern Michigan Commission (SMC) will provide federal funds to continue the local rideshare program for portions of FY 2007 and FY 2008 under the FY 2007 Federal Congestion Mitigation and Air Quality Improvement Program. SMC will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trips. This will reduce energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from July 1, 2007, through June 30, 2008. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$36,000. Source of Funds: FY 2007 Federal Highway Administration (FHWA) Funds - \$36,000.

**Criticality:** Approval of this contract is critical to the continuation of rideshare services that enable people to get to work, alleviate congestion and pollution, and improve safety on roadways.

**Purpose/Business Case:** To provide for the continuation of rideshare recruitment and matching services in the communities served by the SMC.

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

**Funding Source:** FY 2007 FHWA Funds - \$36,000.

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

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

**Cost Reduction:** The agency will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

**New Project Identification:** This is not a new project but provides funding for the continuation of services.

**Zip Code:** 49022.

61. \*PASSENGER TRANSPORTATION - Rideshare Program

Contract (2007-0611) between MDOT and the City of Kalamazoo will provide federal funds to continue the local rideshare program for portions of FY 2007 and FY 2008 under the FY 2007 Federal Congestion Mitigation and Air Quality Improvement Program. The agency will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trips. This will reduce energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from June 2, 2007, through June 1, 2008. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$36,050. Source of Funds: FY 2007 Federal Highway Administration (FHWA) Funds - \$36,050.

**Criticality:** Approval of this contract is critical to the continuation of rideshare services that enable people to get to work, alleviate congestion and pollution, and improve safety on roadways.

**Purpose/Business Case:** To provide for the continuation of rideshare recruitment and matching services in Kalamazoo County.

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

**Funding Source:** FY 2007 FHWA Funds - \$36,050.

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

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

**Cost Reduction:** The agency will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

**New Project Identification:** This is not a new project but provides funding for the continuation of services.

**Zip Code:** 49007.

62. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z1) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA) will retroactively provide for the reassignment of project equipment and administration responsibilities from the City of Holland (originally processed under Master Agreement 2002-0045/Z4/R1) to MAETA (3 days retroactive). The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide state matching funds for MAETA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of shop equipment, computer hardware and software, and support equipment and for architectural and engineering (A&E) services for a bus terminal. The authorization will be in effect from July 1, 2007, through September 13, 2008. The authorization is retroactive due to the effective date matching the effective date of the start-up of operations of MAETA. The authorization amount will be \$129,600. Toll Credits in the amount of \$15,920 have been allocated as match to all line items except A&E services. The term of the master agreement is from July 1, 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 - \$119,600; FY 2002 State Restricted Comprehensive Transportation Funds - \$10,000.

**Criticality:** Approval of this authorization is critical because operation of service will shift from the City of Holland to MAETA as of July 1, 2007.

**Purpose/Business Case:** To provide state matching funds for MAETA's FY 2005 Section 5307 Urbanized Area Formula Capital Program grant.

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

**Funding Source:** FTA Funds - \$119,600; FY 2002 State Restricted Comprehensive Transportation Funds - \$10,000.

**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 not a new project.

**Zip Code:** 49423.

63. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z2) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA) will retroactively provide for the reassignment of project equipment and administration responsibilities from the City of Holland (originally processed under Master Agreement 2002-0045/Z5/R1) to MAETA (3 days retroactive). The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide federal and local matching funds for MAETA's FY 2006 Federal Section 5304 State Planning and Research Program grant for the conduct of a survey and the development of a methodology to identify and prioritize unmet public transportation needs. The authorization will be in effect from July 1, 2007, through May 11, 2009. The authorization is retroactive due to the effective date matching the effective date of the start-up of operations of MAETA. The authorization amount will be \$90,161. The term of the master agreement is from July 1, 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 - \$72,129; MAETA Funds - \$18,032.

**Criticality:** Approval of this authorization is critical because operation of service will shift from the City of Holland to MAETA as of July 1, 2007.

**Purpose/Business Case:** To provide funds for the conduct of a survey and the development of a methodology to identify and prioritize unmet public transportation needs.

**Benefit:** Improved public transportation services.

**Funding Source:** FTA Funds - \$72,129; MAETA Funds - \$18,032.

**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 not a new project.

**Zip Code:** 49423.

64. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z3) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA) will retroactively provide for the reassignment of project equipment and administration responsibilities from the City of Holland (originally processed under Master Agreement 2002-0045/Z6/R1) to MAETA (3 days retroactive). The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide state matching funds for MAETA's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the construction of a bus station. The authorization will be in effect from July 1, 2007, through February 12, 2010. The authorization is retroactive due to the effective date matching the effective date of the start-up of operations of MAETA. The authorization amount will be \$309,375. The term of the master agreement is from July 1, 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 - \$247,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$61,875.

**Criticality:** Approval of this authorization is critical because operation of service will shift from the City of Holland to MAETA as of July 1, 2007.

**Purpose/Business Case:** To provide state matching funds for MAETA's FY 2006 Section 5309 Capital Discretionary Program grant for the construction of a bus station.

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

**Funding Source:** FTA Funds - \$247,500; FY 2006 State Restricted Comprehensive Transportation Funds - \$61,875.

**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 not a new project.

**Zip Code:** 49423.

65. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA) will retroactively provide for the reassignment of project equipment and administration responsibilities from the City of Holland (originally processed under Master Agreement 2002-0045/Z7/R1) to MAETA (3 days retroactive). The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide state matching funds for MAETA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2006 Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for Ozone Action programs, architectural and engineering work, facility renovation, and the purchase of shop and support equipment, computer hardware and software, and bus route signing. The authorization will be in effect from July 1, 2007, through January 16, 2010. The authorization is retroactive due to the effective date matching the effective date of the start-up of operations of MAETA. The authorization amount will be \$1,250,529. Toll credits in the amount of \$4,260 will be allocated as match for all line items except for bus purchases, facility projects, and the Ozone Action programs. The term of the master agreement is from July 1, 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 - \$1,004,683; FY 2006 State Restricted Comprehensive Transportation Funds - \$245,596, MAETA Funds - \$250.

**Criticality:** Approval of this authorization is critical because operation of service will shift from the City of Holland to MAETA as of July 1, 2007.

**Purpose/Business Case:** To provide state matching funds for MAETA's FY 2006 Section 5307 Urbanized Area Formula Capital Program and FY 2006 Federal CMAQ Program grant.

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

**Funding Source:** FTA Funds - \$1,004,683; FY 2006 State Restricted Comprehensive Transportation Funds - \$245,596; MAETA Funds - \$250.

**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 not a new project.

**Zip Code:** 49423.

66. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z5) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA) will retroactively provide for the reassignment of project equipment and administration responsibilities from the City of Holland (originally processed under Master Agreement 2002-0045/Z8/R1) to MAETA (3 days retroactive). The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide state matching funds for MAETA's FY 2004 and FY 2005 Federal Section 5309 Capital Discretionary Program grant for the acquisition of real estate and the construction of a bus station. The authorization will be in effect from July 1, 2007, through September 24, 2009. The authorization is retroactive due to the effective date matching the effective date of the start-up of operations of MAETA. The authorization amount will be \$1,942,879. The term of the master agreement is from July 1, 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 - \$1,554,303; FY 2003 State Restricted Comprehensive Transportation Funds - \$388,576.

**Criticality:** Approval of this authorization is critical because operation of service will shift from the City of Holland to MAETA as of July 1, 2007.

**Purpose/Business Case:** To provide the state matching funds for MAETA's FY 2004 and FY 2005 Section 5309 Capital Discretionary Program grant for the acquisition of real estate and the construction of a bus station.

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

**Funding Source:** FTA Funds - \$1,554,303; FY 2003 State Restricted Comprehensive Transportation Funds - \$388,576.

**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 not a new project.

**Zip Code:** 49423.

67. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2006-0430/A1) between MDOT and Lichtenstein Consulting Engineers, Inc., will extend the contract term by two months to provide sufficient time for the consultant to complete the development of the 2006 Historic Bridge Inventory at no additional cost to MDOT. There was an initial delay on the part of MDOT in transferring necessary data to the consultant. The original contract provided for the expansion of the 1995 Historic Bridge Inventory to accommodate bridges constructed between 1956 through 1966. The revised contract term will be July 6, 2006, through September 30, 2007. The contract amount remains unchanged at \$348,582.50. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Approval of this amendment will allow the consultant to meet the requirements of the scope of work in a fair time frame and the MDOT review team time to complete its review to assure the quality and completeness of the deliverables. In order to avoid a break in service or a retroactive situation, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To extend the contract term by two months to provide sufficient time for the consultant to complete the services and the MDOT review team to ensure the quality of the final deliverables.

**Benefit:** Will provide a completed 2006 Historical Bridge Inventory.

\* Denotes a non-standard contract/amendment

**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 time extension is not approved and the services are not completed, funds will have been expended and MDOT will not have the completed 2006 Historic Bridge Inventory.  
**Cost Reduction:** Costs are determined on an actual cost basis plus fixed fee with a not to exceed cost ceiling.  
**Selection:** N/A for amendment; qualification-based for original contract.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.

68. \*TRANSPORTATION PLANNING – Traverse City Area Transportation and Land Use Plan  
Contract (2007-0589) between MDOT and the Traverse City Area Transportation and Land Use Study (TC-TALUS) will provide for the development of a multimodal transportation plan that includes land use considerations and public involvement. The work will include reviewing existing data, using a public involvement plan to identify transportation and land use concerns, updating land use development scenarios, and developing an updated functional classification map and a preferred multimodal transportation system plan. The contract will be in effect from July 10, 2007, through September 30, 2010. The contract amount will be \$1,368,831.18. Source of Funds: 80% Federal Highway Administration Funds and 20% TC-TALUS Funds.

**Criticality:** This study requires that a large amount of data be gathered during the summer months because of snow issues and because it is imperative that the consultant gather the information during the high tourist season. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda. Federal funds earmarked for this project could be lost if the project does not move forward. No state funds are included in this project.

**Purpose/Business Case:** To provide for the development of a comprehensive multimodal transportation plan that includes land use considerations and recognizes public participation as a critical component of plan development. Past studies have focused strictly on engineering concepts. This community seeks to consider current and future transportation system issues and to address the full range of challenges and opportunities. These issues can only be defined, analyzed, and solved by involving the citizens and businesses who use the transportation systems. This study will emphasize public interaction and promote early, continuous, and comprehensive public involvement.

**Benefit:** MDOT will benefit from this study by utilizing the multimodal model that will be developed by the consultant. The innovative public involvement techniques that will be developed can be used for future studies.

**Funding Source:** 80% Federal Highway Administration Funds and 20% TC-TALUS Funds.

**Commitment Level:** The contract is on an actual cost basis not to exceed \$1,368,831.18.

**Risk Assessment:** If this contract is not approved, the federal funds earmarked for this project will be lost.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 49684.

69. \*TRANSPORTATION PLANNING - Jurisdictional Transfer MOU  
Memorandum of Understanding (MOU) (2007-0617) between MDOT and the City of Muskegon will transfer jurisdiction of 1.29 miles of northbound Muskegon Avenue/US-31 business route (BR) from MDOT to the City of Muskegon, 1.21 miles of southbound Webster Avenue/US-31 BR from MDOT to the City of Muskegon, and approximately 1.7 route miles of Shoreline Drive from the City of Muskegon to MDOT. This is a zero dollar MOU.

**Criticality:** The correct assignments of jurisdiction allow roadways to receive priority ranking, which is the critical element in the allocation of the limited funds available to local road agencies for improvements. Transfers of jurisdiction of roadways to road agencies will entitle the road agencies to receive significant financial payments as authorized under Section 10a of Public Act 51 of 1951. The timing of these transfers is critical because the jurisdictional exchange of parts of the existing US-31 BR for Shoreline Drive has been planned for at least 10 years. The City of Muskegon's redevelopment plans for the downtown area depend upon being able to make certain modifications to the parts of the US-31 BR that will be under the jurisdiction of the city. The planned modifications are suitable for a state trunkline, business and commercial route. The city currently has contractors awaiting the jurisdictional transfers so that the redevelopment plans for the downtown transportation network can begin in the summer of 2007.

**Purpose/Business Case:** To transfer jurisdiction of sections of US-31 BR/Muskegon Avenue and Webster Avenue from MDOT to the City of Muskegon and a section of Shoreline Drive from the City of Muskegon to MDOT. This is done under Public Act 296 of 1969.

**Benefit:** These transfers of jurisdiction will free up MDOT funds to be spent on higher ranking roadways, and transferring jurisdiction of the roadway at this time will allow downtown transportation network redevelopment work to begin in calendar year 2007.

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

**Commitment Level:** N/A.

**Risk Assessment:** If jurisdiction is not transferred, MDOT will retain low-functioning/low-priority roadways (parts of existing US-31 BR) on our inventory of state roads. Over time, the costs of retaining such trunklines will far outweigh the contract cost of a future jurisdictional transfer.

**Cost Reduction:** This is a zero dollar transfer. Once the MOU is effective, MDOT will no longer have maintenance responsibility for the roadway being transferred.

**Selection:** N/A.

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

**Zip Code:** 49663.

## TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

70. BL-75 (Cedar Street) at M-72 (Huron Avenue), Grayling, Crawford County  
20022-01-001

	<u>Estimated Installation Cost</u>
City of Grayling Funds	\$ 684
State Restricted Trunkline Funds	\$ 2,055
FHWA Funds	\$ 27,385
Total	<u>\$ 30,124</u>

71. US-24 (Telegraph Road) at Van Born Road, Taylor, Wayne County  
82052-01-004

	<u>Estimated Installation Cost</u>
FHWA Funds	\$ 66,958
Total	<u>\$ 66,958</u>

**Criticality:** This item is deemed critical because it is necessary to collect money due the State of Michigan.

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

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

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

\* Denotes a non-standard contract/amendment

**Commitment Level:** Costs as shown in the individual cost agreement for the duration of the installation operation.  
**Risk Assessment:** Loss of local participation funding for installation operation.  
**Cost Reduction:** Fixed costs as shown in the cost agreement.  
**Selection:** N/A.  
**New Project Identification:** Installation of electronic devices.  
**Zip Code:** 49738, 48180.

### SUBCONTRACTS

72.	<b>Pro-Line Asphalt Paving Corp.</b> <b>11797 29 Mile Road</b> <b>Washington Township, MI 48095</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over / Under:</b>	<b>\$61,200</b> <b>\$70,000</b> <b>-12.6%</b>
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**Description of Work: Repair of Park and Ride Lot**

Approval is requested to authorize the City of Lapeer to award a subcontract for repair of the Park and Ride Lot adjacent to M-24 in the city of Lapeer. The project was advertised, and six bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this work is not performed, the lot could continue to deteriorate. The lot was paved at one time but has deteriorated so badly that it is now considered to have a gravel surface. The uneven surface and loose chunks of asphalt make the lot potentially hazardous for users.

**Purpose/Business Case:** To improve the safety of the parking lot adjacent to M-24 in the city of Lapeer.

**Benefit:** Will provide for a safer driving surface.

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

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

**Risk Assessment:** The repair of the park and ride will provide a safer place for people who carpool to leave their vehicles for the day.

**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:** 48095.

73.	<b>William E. Lang, Inc.</b> <b>4340 South M-18</b> <b>Beaverton, MI 48612</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$ 176,090.25</b> <b>\$ 172,341.00</b> <b>+ 2.2%</b>
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**Description of Work: Pavement Removal and Restoration**

Approval is requested to authorize the Gladwin County Road Commission to award a subcontract for intersection safety improvements for various locations, including M-18 at Pratt Lake Road, M-18 at Ridge Road, M-18 at Chapel Dam Road, and M-18 at Meredith Grade Road in Gladwin County. This project includes pavement widening for a passing flare, drainage, curb and gutter, drive approach, trenching, pavement removal, and asphalt paving work. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, these intersections will remain hazardous, with an increased chance of accidents. Because these intersections have a crash history, three years of crash data has been analyzed. It was discovered that the correctable accidents that occurred at these intersections were related to northbound traffic turning west (left). Installation of a passing flair will help to keep traffic moving, which will lead to fewer traffic backups and accidents.

**Purpose/Business Case:** To provide for intersection improvements, including trenching, pavement removal, asphalt paving, drainage, curb and gutter, and drive approach work at various intersections in Gladwin County.

**Benefit:** The subcontract will provide for a safer roadway and keep traffic flowing.

**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 backed up and be hazardous for travelers.

**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:** 48612.

**BID LETTING**

**LOCAL PROJECTS**

74. LETTING OF JUNE 01, 2007  
PROPOSAL 0706076  
PROJECT BRO 33040-86413  
LOCAL AGRMT. 07-5241  
START DATE - 10 days after award  
COMPLETION DATE - OCTOBER 26, 2007

ENG. EST.  
\$ 1,224,878.10

LOW BID  
\$ 1,444,485.58

% OVER/UNDER EST.  
17.93 %

Remove existing structure, construct a 3-span prestressed concrete box bridge and related approach work on Beech Street over Red Cedar River in the city of Lansing, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>E.T. MacKenzie Company</b>	<b>\$ 1,444,565.58</b>	<b>\$ 1,444,485.58</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 1,470,117.35	Same	2
Midwest Bridge Company	\$ 1,553,056.00	Same	3
C. A. Hull Co., Inc.	\$ 1,601,451.02	Same	4
Walter Toebe Construction Co.	\$ 1,714,296.46	Same	5
Anlaan Corporation	\$ 1,724,433.80	Same	6
Milbocker and Sons, Inc.	\$ 1,884,286.38	Same	7
J.E. Kloote Contracting, Inc.			

7 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

**Funding Source:**

86413A

Federal Highway Administration Funds	78.25 %
City of Lansing	7.07 %
State Restricted Trunkline Funds	14.68 %

**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:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48910.

**EXTRAS**

75. **Extra 2007 - 90**

Control Section/Job Number: 63101-54301 MDOT Project

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

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

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

Designed By: Hubbell, Roth & Clark, Inc.  
Engineer's Estimate: \$17,951,174.95

Description of Project:

2,047 meters of interchange construction along with eastbound off-ramp and westbound on-ramp construction, 280 meters of reconstruction of American Drive, 288 meters of reconstruction on Center Road, drainage work along the Peterson and Pernick drains, 623 meters of bridge reconstruction, widening, and approach work on I-696/M-10 at the Franklin Road interchange, on eastbound I-696 to southbound M-10, on Franklin Road over I-696, on American Drive west of Franklin Road, on Center Road north of 11 Mile Road, along with 1,537 meters of road reconstruction and widening on 11 Mile Road west of Franklin Road, in the City of Southfield, Oakland County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$14,602,245.67	
Total of Overruns/Changes (Approved to Date):	524,549.73	+ 3.59%
Total of Extras/Adjustments (Approved to Date):	1,639,204.95	+ 11.23%
Total of Negative Adjustments (Approved to Date):	(1,200.00)	- 0.01%
<b>THIS REQUEST</b>	<b><u>162,830.63</u></b>	<b><u>+ 1.12%</u></b>
<b>Revised Total</b>	<b><u>\$16,927,630.98</u></b>	<b>+ 15.93%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.81% over the original budget for an **Authorized to Date Amount** of \$16,764,800.35.

Approval of this extra will place the authorized status of the contract 15.93% or \$2,325,385.31 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-104	2	\$1,409,780.04	08/01/06
2007-032	3, 5 r. 1, 6 r. 1, 7, 8 r. 1, 9, 10, 11, 12 r. 1, 13, 14	\$166,690.90	03/06/07
2007-062	15, 16, 17 r. 1	\$39,409.01	05/01/07

Contract Modification Number(s): 19

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

CP, Misc. Non-Reinf, 240mm Modified	1,351.210 m2 @ \$70.77/m2	\$95,625.13
CP, Misc. Non-Reinf, 280mm	151.780 m2 @ \$82.32/m2	12,494.53
Joint, Contraction, C3p	427.770 m @ \$14.44/m	6,177.00
Joint, Contraction, Cp	636.700 m @ \$41.74/m	26,575.86
Shoulder, Nonreinf Conc.	418.200 m2 @ \$27.72/m2	11,592.50
SBC Vault – Adjusted (F.A. #2)		544.01
Repair and Replacement of Floodlights		7,955.40
Sign Post Removal - Modified (F.A. #1)		480.20
Safety Switch, 100 amp, Fusible	1.000 Ea @ \$1,386.00/Ea	1,386.00
Total		<b><u>\$162,830.63</u></b>

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

A Value Engineering Change Proposal (VECP) was submitted by the contractor and approved on contract modification 2. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal. The VECP proposed the elimination of reinforcement in the concrete pavement utilized for ramps and widening on I-696. The VECP will result in reduced construction costs, provide a higher quality pavement, lower future maintenance costs, and will not delay the completion of the project. These items were originally set up on contract modification 8 and now represent the amount placed to date on the project. The extra cost for CP, Misc. Non-Reinf, 240mm Modified; CP, Misc. Non-Reinf, 280mm; Joint, Contraction, C3p; Joint, Contraction, Cp and Shoulder, Nonreinf Conc. was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

An existing SBC vault was encountered on Franklin Road that conflicted with proposed construction. The engineer directed the contractor to adjust the vault to meet the proposed grade. The extra cost for SBC Vault-Adjusted (F.A. #2), is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

During construction of the Franklin Point roadway entrance, the divided roadway island was reconstructed and the existing floodlights were removed. The engineer directed the contractor to put the floodlights back in the new median island. The extra cost for Repair and Replacement of Floodlights, is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

An existing informational sign was previously removed but the posts and foundations were left in place. The engineer directed the contractor to remove the sign post and concrete foundations on the eastbound I-696 ramp to American Drive. The extra cost for Sign Post Removal - Modified (F.A. # 1), is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

To increase the electrical current for freeway lighting and add a new DTE Energy Company meter, the contractor was directed to install a new service rack on contract modification 10. This was discussed with MDOT electrical/lighting staff and is necessary at the entrance ramp to westbound I-696 from Franklin Road. It will correct the voltage drop that would have negatively impacted freeway lighting. The previous extra did not include the fusible safety switch. The contractor was directed to supply and install the safety switch. The extra cost for Safety Switch, 100 amp, Fusible was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to the work required and similar types of work in MDOT's Average Unit Price Index, and 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 June 28, 2007 meeting, and is now recommended for approval by the State Administrative Board on July 3, 2007.

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

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

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

**Funding Source:** FHWA, 75.32%; State Restricted Trunkline, 16.57%; City of Southfield, 8.01%; SBC Communications, 0.10%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48037.

76. **Extra 2007 - 91**

Control Section/Job Number:	82122-45705A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Wade Trim Associates, Inc.	
Engineer's Estimate:	\$58,798,591.39	

Description of Project:

4.94 miles of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacement, deck replacement, and bridge rehabilitation on 20 bridges on I-96 at various locations in the City of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,465,389.07	+ 4.14%
Total of Extras/Adjustments (Approved to Date):	5,735,981.45	+ 9.63%
Total of Negative Adjustments (Approved to Date):	(208,621.05)	- 0.35%
<b>THIS REQUEST</b>	<b><u>48,098.22</u></b>	<b><u>+ 0.08%</u></b>
<b>Revised Total</b>	<b><u>\$67,620,938.54</u></b>	<b>+ 13.50%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.42% over the original budget for an **Authorized to Date Amount** of \$67,572,840.32.

Approval of this extra will place the authorized status of the contract 13.50% or \$8,040,847.69 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-055	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/04
2004-090	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/04
2005-028	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005-034	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005-048	80	\$10,000.00	04/19/05
2005-086	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05
2005-125	52 r. 1, 93, 96, 97, 102	\$61,218.03	11/01/05
2005-145	100	\$11,579.81	12/06/05
2006-015	58 r. 1, 105, 106	\$499,246.46	02/07/06
2006-023	104 r. 1, 109	\$137,364.31	03/07/06
2006-061	111	\$4,107.60	05/16/06
2006-089	110, 112, 115	\$215,799.06	07/05/06
2006-164	142	\$2,267.20	11/07/06
2007-057	145, 146, 148	\$94,446.23	04/03/07

Contract Modification Number(s): 151, 152

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

**CM 151**

Electrical Manhole Work at Virgil Street Bridge	\$3,593.52
Freeway Lighting Distributional Panel Modifications	<u>23,828.68</u>
Total	<u>\$27,422.20</u>

<b>CM 152</b>	
Adjust Magnetometer Conduit	\$2,035.53
Traffic Signal Modifications, I-96 Service Drive & US-24	<u>18,640.49</u>
Total	<u>\$20,676.02</u>
<b>Grand Total</b>	<b><u>\$48,098.22</u></b>

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

**CM 151**

While completing the contract work for the Public Lighting Department's electrical facilities at the Virgil Street bridge over I-96, it was determined that repair work was needed on the existing conduit and manholes to enable new wire to be placed. The engineer directed the contractor to repair the conduit and manholes. The extra cost for Electrical Manhole Work at Virgil Street Bridge was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

The contract called for removing and salvaging the equipment in the existing lighting distribution panels at Evergreen Road and Outer Drive load centers, and placing this equipment in a new panel enclosure. During construction it was determined that the existing equipment was not satisfactory for the new freeway lighting system installed as part of the contract. The engineer directed the contractor to remove the old equipment from the panel load center and replace it with new equipment. The extra cost for Freeway Lighting Distributional Panel Modifications was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

**CM 152**

During construction, a discrepancy was discovered in the plans which required previously placed magnetometer conduit to be adjusted in elevation. The discrepancy was that the plans showed two different depths for the conduit. The engineer directed the contractor to adjust the conduit. The extra cost for Adjust Magnetometer Conduit was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

Some of the traffic signal equipment was in the way of the proposed roadwork at US-24 and needed to be relocated. The engineer directed the contractor to relocate the equipment. The extra cost for Traffic Signal Modifications, I-96 Service Drive & US-24 was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction, and is reasonable when reviewing the labor, materials, and equipment necessary to complete the work.

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

This Extra is recommended for approval by the State Administrative Board at its July 3, 2007 meeting.

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

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

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

**Funding Source:** FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

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

**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48223.

77. **Extra 2007 - 92**

Control Section/Job Number: 82192-51514 MDOT Project

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

State Transportation Commission: Does not meet criteria.

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

Designed By: Wilcox Professional Services, LLC  
 Engineer's Estimate: \$9,676,283.55

Description of Project:

Two bridge replacements, two superstructure replacements, and approach work on M-39 under Rotunda Avenue, under Paul Avenue, under Warren Avenue, and under Tireman Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	October 20, 2005	
Original Contract Amount:	\$9,038,700.67	
Total of Overruns/Changes (Approved to Date):	492,770.51	+ 5.45%
Total of Extras/Adjustments (Approved to Date):	635,578.72	+ 7.03%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>200,000.00</u></b>	<b><u>+ 2.21%</u></b>
<b>Revised Total</b>	<b><u>\$10,367,049.90</u></b>	<b>+ 14.69%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.48% over the original budget for an **Authorized to Date Amount** of \$10,167,049.90.

Approval of this extra will place the authorized status of the contract 14.69% or \$1,328,349.23 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-35	6 r. 3	\$500,000.00	03/06/07

Contract Modification Number(s): 11

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

Extra-# 2 Budget Force Account	<u>\$200,000.00</u>
<b>Total</b>	<b><u>\$200,000.00</u></b>

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

Due to settling of the pavement near the bridges on M-39, the engineer directed the contractor to install an access shaft to determine the cause of the settling. In this area of M-39, a very large (ten foot diameter) sewer system runs along the shoulder of M-39 near the northbound lanes. The large sewer has been relocated, lines have been tied into it, and others have been abandoned over the years. It is thought that a four foot and five foot abandoned line may be leaking and pulling base material from under the freeway in this area. Once the shaft is complete and access is gained to the abandoned lines in the area, it will be determined if they are the cause of the settling and if so, they will be filled with flowable fill to prevent further settling of the roadway.

Due to the depth of the lines (between 20 and 25 feet deep), normal excavation techniques would not be feasible due to the size of the excavation required to reach this depth. This extra is a budget amount set up to pay the contractor based on force account records. The extra cost for Extra #2 Budget Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This item was originally set up on contract modification 6 at a budget amount, this item will now increase that budget amount.

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

This Extra is now recommended for approval by the State Administrative Board on July 3, 2007.

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

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

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

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 15.98%; City of Detroit, 2.17%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48223.

78. **Extra 2007 - 93**

Control Section/Job Number: 73171-75246 MDOT Project

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

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Interstate Highway Construction  
P.O. Box 4356  
Englewood, CO 80155

Designed By: Rowe, Inc.  
HH Engineering, Limited  
URS Corporation Great Lakes

Engineer's Estimate: \$54,000,289.38

Description of Project:

6.67 miles of concrete reconstruction, widening, and median enclosure, drainage and safety improvements on I-75 from Birch Run Creek northerly to Dixie Highway, and superstructure replacement on I-75 over Dixie Highway, bridge widening on I-75 over the Cass River, and bridge rehabilitation on I-75 under Maple Road, Curtis Road, Riverview Drive, and Townline Road, Saginaw County. This project includes a 5 year material and workmanship pavement warranty.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 03, 2006	
Original Contract Amount:	\$49,944,782.37	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>4,576,923.49</u></b>	<b><u>+ 9.16%</u></b>
<b>Revised Total</b>	<b><u>\$54,521,705.86</u></b>	<b>+ 9.16%</b>

**Offset Information**

Total Offsets This Request	(\$6,227,123.47)	- 12.47%
Net Revised Request	(\$1,650,199.98)	- 3.31%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$49,944,782.37.

Approval of this extra will place the authorized status of the contract 9.16% or \$4,576,923.49 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 2

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

**CM 1**

Aggregate Base Modified 6” (4G Mod Limestone)	429,493.000 Syd @ \$7.22/Syd	\$3,100,939.46
Open-Graded Dr Cse, 9 inch, Modified	180,659.000 Syd @ \$8.17/Syd	<u>1,475,984.03</u>
<b>Total</b>		<b><u>\$4,576,923.49</u></b>

**CM 1 Offset Information**

Open-Graded Dr Cse, 6 inch, Modified	-429,493.000 Syd @ \$11.54/Syd	(\$4,956,349.22)
Open-Graded Dr Cse, 9 inch, Modified	-137,381.000 Syd @ \$9.25/Syd	<u>(1,270,774.25)</u>
<b>Total</b>		<b><u>(\$6,227,123.47)</u></b>

**Net Revised CM 1 Request** **(\$1,650,199.98)**

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

When this project was let, the aggregate base material proposed for the project was a crushed concrete material coated with an asphalt emulsion. The reason crushed concrete was specified was that it would be better for the environment by reusing some of our materials. The asphalt emulsion is used to coat the crushed concrete so it does not leach small particles that can plug the underdrain.

The contractor proposed using MDOT’s standard crushed limestone material for the aggregate base on the project. This would alleviate concerns over the crushed concrete leaching into the underdrain and would also help them with the placement of the material. To use the asphalt emulsion they would need to subcontract the work to another company; with the crushed limestone they could do the work.

The engineer accepted the use of crushed limestone; however, to continue with MDOT’s plan to help the environment and recycle material, the crushed concrete material could be used under the shoulders and median concrete barrier. This is far enough away from the underdrain that it will not leach and plug the underdrain, therefore, it will not need to be coated with asphalt emulsion. To help with drainage on the project, the crushed concrete material will be extended to the outside ditch so water can drain directly to the ditch in this area and further help with leaching concerns.

The extra cost for Aggregate Base Modified 6” (4G Mod Limestone) and Open-Graded Dr Cse, 9 inch, Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT’s Average Unit Price Index. The extra work is completely offset by a reduction in the original bid items as shown above.

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

These extras were recommended for approval by the State Transportation Commission at its June 28, 2007 meeting, and is now recommended for approval by the State Administrative Board on July 3, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public, as well as producing budgetary savings.

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

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

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

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48722.

79. **Extra 2007 – 94**

Control Section/Job Number: 41013-51904 MDOT Project

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

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

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

Designed By: MDOT  
Engineer's Estimate: \$2,104,836.53

Description of Project:

Deep concrete overlay, joint and railing replacement, partial painting and steel repair, substructure repair, placing riprap, widening for addition of sidewalk, pedestrian fencing, and maintaining traffic on M-44 over the Grand River, Kent County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	November 21, 2005	
Original Contract Amount:	\$2,433,376.33	
Total of Overruns/Changes (Approved to Date):	(580.06)	- 0.02%
Total of Extras/Adjustments (Approved to Date):	101,302.82	+ 4.16%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>373,330.98</u></b>	<b><u>+ 15.34%</u></b>
<b>Revised Total</b>	<b><u>\$2,907,430.07</u></b>	<b>+ 19.48%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.14% over the original budget for an **Authorized to Date Amount** of \$2,534,099.09.

Approval of this extra will place the authorized status of the contract 19.48% or \$474,053.74 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6, 7, 8, 10, 12 r. 1, 13, 15, 17, 18, 19, 20

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

**CM 6**

Structures, Rehabilitation, Rem Portions (B02-41013)	1.000 LS @ \$24,180.00/LS	\$24,180.00
Supstr Conc, Form, Fin, and Cure, Night Cast (B02-41013)	1.000 LS @ \$24,180.00/LS	<u>24,180.00</u>
Total		<u>\$48,360.00</u>

**CM 7**

Pavt Mrkg, Type NR, Paint, 4", White, Temp	2,099.0000 Ft @ \$0.28/Ft	\$587.72
Pavt Mrkg, Type NR, Paint, 4", Yellow, Temp	4,888.0000 Ft @ \$0.28/Ft	1,368.64
Replace Damaged Lights	22.0000 Ea @ \$15.00/Ea	<u>330.00</u>
Total		<u>\$2,286.36</u>

**CM 8**

Push Button, Relocate	1.000 Ea @ \$500.00/Ea	\$500.00
Total		<u>\$500.00</u>

**CM 10**

Double Blocking	14.0000 Ea @ \$47.25/Ea	661.50
Dr Structure, 48 inch dia	1.000 Ea @ \$2,000.00/Ea	2,000.00
Pavt Mrkg, Ovly Cold Plastic, Only	1.000 Ea @ \$89.25/Ea	89.25
Pavt Mrkg, Ovly Cold Plastic, Lt Tn Ar Sym	1.000 Ea @ \$84.00/Ea	84.00
Pavt Mrkg, Ovly Cold Plastic, 24" Stop Bar	55.5000 Ft @ \$9.52/Ft	528.36
Pavt Mrkg, Ovly Cold Plastic, Rt Tn Ar Sym	1.000 Ea @ \$84.00/Ea	84.00
Sign, Type IIIB	12.5000 Sft @ \$25.20/Sft	<u>315.00</u>
Total		<u>\$3,762.11</u>

**CM 12**

Rem and Disposal of Asbestos Materials		<u>\$3,299.05</u>
Total		<u>\$3,299.05</u>

**CM 13**

Replace Damaged Lights	26.0000 Ea @ \$15.00/Ea	\$390.00
Total		<u>\$390.00</u>

**CM 15**

Traffic Control Adjustment		<u>\$10,672.06</u>
Total		<u>\$10,672.06</u>

**CM 17**

East Fascia Forming Changes	1.000 LS @ \$45,128.41/LS	<u>\$45,128.41</u>
Total		<u>\$45,128.41</u>

<b>CM 18</b>		
Cutting Reinforcing Steel	1.000 LS @ \$1,736.27/LS	\$1,736.27
Idled Equipment	1.000 LS @ \$4,497.15/LS	<u>4,497.15</u>
Total		<u>\$6,233.42</u>
<b>CM 19</b>		
Slotted Stiffeners	1.000 LS @ \$52,175.61/LS	\$52,175.61
Total		<u>\$52,175.61</u>
<b>CM 20</b>		
Structural Steel Modifications	1.000 LS @ \$200,523.96/LS	\$200,523.96
Total		<u>\$200,523.96</u>
<b>Grand Total</b>		<b><u>\$373,330.98</u></b>

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

**CM 6**

Once work started on the bridge, it was determined that the removal limits shown on the plans for the west side would not remove all of the deteriorated deck. The engineer directed the contractor to remove an additional three foot eight inches from the west side of the deck. Given the length of the bridge, this would be an estimated 1,500 square feet. To complete this work two pay items were needed; one to remove the additional area from the bridge deck and one to place forms in the area to support the concrete while curing. The removal item would include all the labor, equipment and materials needed to remove the additional material, including the necessary saw cuts and salvaging the existing reinforcement where possible. The other item would include all the labor, equipment and materials needed to place the forms, finish the concrete and cure the concrete. The extra cost for Structures, Rehabilitation, Rem Portions (B02-41013) and Supstr Conc, Form, Fin, and Cure, Night Cast (B02-41013) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work and similar original bid items.

**CM 7**

The original traffic control plan for the project used tape for the temporary pavement markings. The Engineer was concerned that the tape would not remain for the duration of the project. To alleviate this concern and to reduce the costs, the engineer directed the contractor to change the tape-type pavement markings to temporary paint markings. This item was originally set up on contract modification 3 and the quantity here represents the amount placed on the contract to date. The extra cost for Pavt Mrkg, Type NR, Paint, 4", White, Temp and Pavt Mrkg, Type NR, Paint, 4", Yellow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index. This work is completely offset by a reduction in the original bid items that will be completed when the project is done.

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

**CM 8**

The push button for the pedestrian signal in the northwest quadrant of the bridge conflicted with the proposed curb radius at the West River Drive intersection. The engineer directed the contractor to relocate the push button. The extra cost for Push Button, Relocate was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

**CM 10**

Double blocking of the guardrail posts along the southwest quadrant of the bridge was required to properly install the guardrail along the planned alignment while compensating for existing conditions. The extra cost for Double Blocking was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items on the contract and with similar work in MDOT's Average Unit Price Index.

The 48-inch diameter drainage structure was placed in the north approach area in order to redirect the storm sewer pipe around the concrete return-wall extension. The road plans showed the storm sewer outlet, but did not address the conflict with the return wall extension. The engineer directed the contractor to install the drainage structure. The extra cost for Dr Structure, 48 inch dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the contract and with MDOT's Average Unit Price Index.

Two pavement markings were required in a left turn lane on northbound M-44 north of the bridge at the Blythefield Country Club and were placed at the direction of the Grand Rapids TSC Traffic & Safety Engineer. The extra cost for Pavt Mrkg, Ovly Cold Plastic, Only and Pavt Mrkg, Ovly Cold Plastic, Lt Tn Ar Sym was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the contract and with MDOT's Average Unit Price Index.

As part of maintaining traffic, existing pavement markings were removed and needed to be replaced. This included the stop bars at northbound and southbound M-44 at West River Drive and on eastbound West River Drive at M-44. It also included the right turn arrow at eastbound West River Drive. The engineer directed the contractor to complete this work. The extra cost for Pavt Mrkg, Ovly Cold Plastic, 24", Stop Bar and Pavt Mrkg, Ovly Cold Plastic, Rt Tn Ar Sym was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the contract and with MDOT's Average Unit Price Index.

As part of the work, a right turn lane was added leading to West River Drive on southbound M-44. The plans did not indicate a right turn only sign to be placed for this lane. The engineer directed the contractor to place two right turn only signs on southbound M-44 for the new lane. The extra cost for Sign, Type IIIB was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the contract and with MDOT's Average Unit Price Index.

**CM 12**

The bridge contained conduit that was made from asbestos. This was not determined until after the contract was let. The engineer directed the contractor to remove the material using a subcontractor that specializes in material containing asbestos and according to the special provision for asbestos removal and disposal. This item was originally set up on contract modification 1 and is now being increased to match the amount needed to date. The extra cost for Rem and Disposal of Asbestos Materials was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction. It is based on the invoiced cost of having a specialty subcontractor perform this work.

### **CM 13**

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15 per light. The lights, on plastic drums, are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. This item was originally set up on contract modification 7 and is now being increased to match the amount needed to date. The extra, Replace Damaged Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

### **CM 15**

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 81 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and each of these items were included in original bid items. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

### **CM 17**

The project plans detail the removal and replacement of a six foot wide portion of the east fascia of the bridge deck. The six-span bridge is an 80 year old steel arch girder structure and is 410 feet long. The structure consists of transverse floor beams, spaced at five foot on-center, bearing on five main girders which run longitudinally. The floor beams extend beyond the fascia girders under the deck fascia overhang. The existing deck was poured to encase the top flanges of the floor beams and was beveled down to encase the ends of the floor beams. The plans include details for the replacement of the six foot wide portion of the east fascia. The plans show pouring the deck along the top of the floor beams, however they did not show building a bevel to encase the ends of the floor beams. This was discussed with the MDOT Bridge Designer and the intent was to construct the six foot deck fascia similarly to the existing deck section; pour the deck along the top flanges of the floor beams and bevel the fascia down to encase the ends of the floor beams. The extra cost for East Fascia Forming Changes was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the contract.

### **CM 18**

The same reinforcing steel bars were to be used to tie the bridge parapet railing to the bridge deck on both the east and west sides of the bridge. The bars were correctly detailed for use along the east fascia, because it was planned to be 17 inches thick, but they were incorrectly detailed for use along the west deck widening because the deck was only planned to be 9 inches thick. It was determined to be less expensive to field cut the legs off the bars than to re-order new, correctly dimensioned bars. The engineer directed the contractor to cut 441 reinforcement bars. The extra cost for Cutting Reinforcing Steel is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was prepared to pour the west side of the bridge deck on September 15, 2006. Due to concerns over the lateral bracing, the bridge deck pour was delayed from September 15, 2006 until September 26, 2006, resulting in idled equipment costs. It was determined that additional lateral bracing was needed to support the forms and plastic concrete. The extra cost for Idled Equipment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was calculated per Section 109.03.C.2 of the 2003 MDOT Standard Specifications for Construction.

### **CM 19**

The west side of the bridge was to be widened nine feet to accommodate a new pedestrian walkway, per the project plans. To allow for this additional width, a new beam was to be placed to the west of the existing steel arch girder. The new beam was anticipated by the MDOT Bridge Designer to deflect down approximately 2 5/8 inches at midspan due to the dead load of the concrete deck, while the existing girder's deflection was anticipated to be minimal. The new beam and existing girder were to be connected with C-channel diaphragms. The plans did not address the different deflection within the bay between the new beam and old girder. Upon review, the MDOT Bridge Designer recommended slotting the stiffeners on the new beam to allow for the differential deflection. This required removal and replacement of the formwork already in place to add the slotted holes.

This new item compensates the contractor for removing and replacing the superstructure formwork, in order to field grind the four slots per stiffener at 16 locations. The extra cost for Slotted Stiffeners is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

### **CM 20**

Per the project plans, the west side of the bridge was to be widened nine feet to accommodate a new pedestrian walkway. To allow for this additional width, a new beam was to be placed to the west of the existing steel arch girder. On September 14, 2006, calculations supplied by the Contractor for the formwork load indicated that the lateral bracing was inadequate to support the load of the extra wide forms off the deck fascia, in addition to the plastic concrete load. The calculations were forwarded to the MDOT Grand Rapids TSC and the MDOT Bridge Designer. Upon review of the formwork load calculations, the Bridge Designer indicated, based on the formwork submitted, that additional lateral bracing would be required before the west bridge deck widening could be poured.

On September 19, 2006 the Bridge Designer provided a detail for additional temporary cross frames which were to be installed prior to pouring the bridge deck. A total of eight temporary cross frames and connections were required. The superstructure formwork, which was already in place, was removed to install the temporary cross frames. The beams were verified to be in the proper position. On September 26, 2006 the west bridge deck section was poured.

On September 27, 2006 the new beams were found to have rotated out of the proper position. Upon review of the field data regarding the extent of the beam rotation, the MDOT Bridge Designer provided a choice of repair options, depending on the loads expected on this section of the bridge. The Grand Rapids TSC indicated that since the bay that was affected by the rotated beams was intended only for pedestrian loading, the repair option provided by the MDOT Bridge Designer that would account for this type of loading would be utilized. The MDOT Bridge Designer provided details for additional permanent stiffeners and cross-frames as well as guidance for removal and replacement of over-stressed diaphragms and connections.

This new item compensates the Contractor for removing and replacing the superstructure formwork over the temporary cross frames; for the labor, materials, and equipment for both the temporary cross frames and for the permanent stiffeners and cross frames; and for the heating and housing required for the welding and painting of the permanent stiffeners and cross frames. The extra cost for Structural Steel Modifications is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These extras were recommended for approval by the State Transportation Commission at its June 28, 2007, meeting, and is now recommended for approval by the State Administrative Board on July 3, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.  
**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 80.99%; State Restricted Trunkline, 17.96%; Plainfield Township, 1.05%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 49525.

**OVERRUNS**

80. **Overrun 2007 - 23**

Control Section/Job Number: 31437-84404 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Payne & Dolan, Inc.  
P O Box 351  
Gladstone, MI 49837

Designed By: Hitch, LLC  
Engineer's Estimate: \$160,571.50

Description of Project:

0.72 miles of road resurfacing including cold milling pavement surface, adjusting drainage structures, hot mix asphalt paving and pavement markings on Elevation Street from North Lincoln Drive (US-41) to Campus Drive in the City of Hancock, Houghton County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 4, 2006	
Original Contract Amount:	\$168,723.10	
Total of Overruns/Changes (Approved to Date):	16,872.31	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	(695.81)	- 0.41%
<b>THIS REQUEST</b>	<b><u>3,384.55</u></b>	<b>+ <u>2.01%</u></b>
<b>Revised Total</b>	<b><u>\$188,284.15</u></b>	<b>+ 11.60%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.59% over the original budget for an **Authorized to Date Amount** of \$185,595.41.

Approval of this overrun will place the authorized status of the contract 11.60% or \$19,561.05 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 13A	53.300 Ton @ \$63.50/Ton	<u>\$3,384.55</u>
<b>Total</b>		<b><u>\$3,384.55</u></b>

**Reason(s) for Overrun(s):**

At several locations on this project the existing road surface was not as thick as it should have been. This problem was not determined until the work started. Additional hot mix asphalt (HMA) was placed in these areas to provide a road that will meet the expected design life. This caused an overrun in the original bid item HMA, 13A.

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

This Overrun is recommended for approval by the State Administrative Board at its July 3, 2007 meeting.

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

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; City of Hancock, 18.15%.

**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:** 49930.

81. **Overrun 2007 – 24**

Control Section/Job Number: 31609-78227 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: TBC Construction of Hubbell, Inc.  
1611 Euclid Street  
Hubbell, MI 49934

Designed By: Local Agency  
Engineer's Estimate: \$142,710.01

Description of Project:

Intersection and geometric improvements, aggregate base, hot mix asphalt surfacing, curb and gutter, and relief lane on Chassell/Painesdale Road at Tapiola Road intersection, and intersection realignment and geometric improvements, ditch clean out, subbase, hot mix asphalt base crushing, hot mix asphalt surfacing, and curb and gutter on Bootjack Road at Jacobsville Road intersection, Houghton County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	June 12, 2006	
Original Contract Amount:	\$133,382.41	
Total of Overruns/Changes (Approved to Date):	13,338.24	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	10,667.14	+ 8.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>6,216.00</u></b>	<b>+ <u>4.66%</u></b>
<b>Revised Total</b>	<b><u>\$163,603.79</u></b>	<b>+ 22.66%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.00% over the original budget for an **Authorized to Date Amount** of \$157,387.79.

Approval of this overrun will place the authorized status of the contract 22.66% or \$30,221.38 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Curb and Gutter, Conc, Det D2	222.00 Ft @ \$28.00/Ft	<u>\$6,216.00</u>
<b>Total</b>		<b><u>\$6,216.00</u></b>

**Reason(s) for Overrun(s):**

The proposed curb and gutter at the intersection of Jacobsville and Bootjack Roads was shown to be constructed at a radius of 25 feet. This radius is too tight for trucks and should have been shown at a radius of 80 feet. The plans indicated 156 feet of curb and gutter at the intersection; with the change in the radius this increased to 378 feet, causing an overrun of 222 feet in the original bid item.

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

This Overrun is recommended for approval by the State Administrative Board at its July 3, 2007 meeting.

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

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80%; Houghton County, 20%.

**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:** 49931.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of June 27, 2007. After review of the forgoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Transportation and Natural Resources Committee Report covering the regular meeting held June 27, 2007, be approved and adopted with the withdrawal of Item 21 of the Transportation Agenda at the State Administrative Board meeting on July 3, 2007. The motion was supported by Ms. MacDowell and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

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SECRETARY

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CHAIRPERSON