

# APPROVED

August 7, 2007

Michigan State  
Administrative Board

Lansing, Michigan

July 17, 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 17, 2007, at 11:00 a.m.

Present: Steve Liedel, Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson  
Walt Herzig, Chief of Staff, representing John Cherry, Lt. Governor  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General  
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer  
Joe Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State  
Myron Frierson, Director, Finance and Administration Bureau, representing Kirk T. Steudle, Director, Department of Transportation  
Jean Shane, Special Assistant, Office of the Superintendent, representing Michael P. Flanagan, Superintendent of Public Instruction  
Sherry Bond, Secretary

Others Present:

Joel Storchan, Department of Information Technology; James Burris, Craig Orr, Deborah Roberts, Janet Rouse, Department of Management and Budget

1. CALL TO ORDER:

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

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

Mr. Pavona moved to approve the minutes of the regular meeting held on July 3, 2007, and the special meeting held on July 12, 2007. The motion was supported by Ms. Shane 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:**

DEPARTMENT OF COMMUNITY HEALTH, Bureau of Family, Maternal and Child Services, Division of Family and Community Health, 7/17/2007

DEPARTMENT OF TREASURY, Return Processing Division, 7/17/2007

MICHIGAN ECONOMIC DEVELOPMENT CORPORATION, Global Business Development, 7/17/2007

Ms. MacDowell 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 17, 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 **July 10, 2007** Those present being:

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

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

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

Others: Diana Quintero, Department of Information Technology; Sherry  
Bond, Meagan Bryant, Elise Lancaster, Craig B. Orr, Department  
of Management and Budget; Rick Dolan, Department of  
Transportation

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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 with Item  
9(4) contingent upon no protests being filed by 5 p.m. on July 10, 2007.  
The motion was supported by Mr. Liedel and unanimously adopted.

Ms. MacDowell adjourned the meeting.

**A G E N D A**

**FINANCE AND CLAIMS COMMITTEE**

July 10, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

July 17, 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 ATTORNEY GENERAL

1) Blue Ridge Consulting Services Greenville, SC	\$ 61,503.00 Total <b>FY07-09</b> 60% General Funds 40% Restricted Funds New expert witness contract regarding U-15245 Electric utility rate case for Attorney General Tobacco and Special Litigation Division
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2. DEPARTMENT OF COMMUNITY HEALTH

1) Michigan Health and Hospital Association Petoskey, MI	\$ 246,534.00 Amendment \$ 766,081.00 New Total <b>FY07-08</b> 100% State Restricted Additional funds for 18-month grant to provide funding for the continuation of implementing a regional Health Information Exchange (HIE) in the Upper Michigan Medical Trading Area
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2. DEPARTMENT OF COMMUNITY HEALTH continued

- 2) Northern Michigan Planned Parenthood  
Traverse City, MI                   \$       (6,384.00) Amendment  
\$ 1,258,879.00 New Total  
**FY07** 28% Federal Funds  
4% State Restricted 68% Local  
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
- 3) Michigan Public Health  
Institute  
Okemos, MI                           \$       133,882.00 Amendment  
\$ 23,737,492.00 New Total  
**FY07** 74.35% Federal Funds  
11.38% State General Funds  
12.47% State Restricted  
1.10% Fees and Other  
0.70% Local Funds  
Additional funds for one-year  
grant to provide funding for  
various Community Health  
projects
- 4) SDE Business Partnering LLC  
Detroit, MI                           \$       300,000.00 Total  
**FY07** 100% State General Funds  
3-month agreement to provide  
temporary psychiatric and  
pharmacist services for  
patients in the Michigan  
Department of Community  
Health's Hospitals and Centers

3. DEPARTMENT OF CORRECTIONS

- 1) Catholic Social Services  
of Wayne County  
Detroit, MI                           \$       45,000.00 Amendment  
\$       288,500.00 New Total  
**FY07** 100% Restricted Fund  
Additional funding for  
sex offender counseling for  
offenders

4. DEPARTMENT OF HUMAN SERVICES

- 1) City Year, Inc. \$ 580,744.00 Total  
Detroit, MI **FY07-08** 100% Federal Funds  
Twelve-month grant to tutor  
and mentor minority students  
in 69 Metro Detroit public  
schools
- 2) Kalamazoo County Human \$ 36,772.00 Amendment  
Development Board \$ 636,169.00 New Total  
Kalamazoo, MI **FY07** 100% Federal Funds  
Additional monies to  
incorporate Community  
Services Block Grants (CSBG)  
carry-forward funds as  
directed by law

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Michigan Disability Rights \$ 331,630.00 Amendment  
Coalition \$ 1,559,860.00 New Total  
East Lansing, MI **FY07** 100% Federal Funds  
Additional federal funds  
awarded to the Grantee to  
increase awareness and access  
to assistive technology  
devices, services and funding  
for individuals with  
disabilities in Michigan
- 2) United Cerebral Palsy of \$ 9,000.00 Amendment  
Michigan \$ 450,000.00 New Total  
Lansing, MI **FY07-08** 100% Federal Funds  
Additional federal funds  
awarded to the Grantee to  
assist people with  
disabilities in Michigan to  
obtain assistive technology  
equipment and services  
through a low-interest  
assistive technology loan  
fund. Extend end date of  
grant from 10/1/07 to 6/30/08

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

- 3) Southeast Michigan Community Alliance (SEMCA) Michigan Works!  
Wayne, MI \$ 177,500.00 Total  
**FY07-08** 100% Federal Funds  
The Grantee will be provided funding for the Michigan Youth Forum Committee (MYFC) Pilot Project. This project is charged with building a state and local infrastructure to ensure collaboration and coordination of services to the state's neediest youth with high quality education, employment services, and connecting activities for the successful transition into responsible adult roles
- 4) Statewide Local School Districts, Non-Profit Organizations, and Other Eligible Providers  
(Listing on file) \$ 15,976,065 Total  
**FY07** 100% Federal Funds  
(WIA Title II)  
Annual grant allocations for the Adult Education and Family Literacy Act, WIA, Title II, for the Adult Basic Education, High School Completion, GED, English as a Second Language, and English Literacy/Civics programs

**SECTION II. DMB CONTRACTS**

Requests approval of the following:

**NEW CONTRACTS**

6. DEPARTMENT OF COMMUNITY HEALTH

- 1) Dionex Corporation  
Sunnyvale, CA \$ 62,053.00 (one-time)  
**FY07** 100% Revolving Funds  
391R7200209/071I7200153  
Automated Solvent Extraction System

6. DEPARTMENT OF COMMUNITY HEALTH continued

- 2) Perkin Elmer LAS, Inc. \$ 6,273,077.28 (3 years)  
Shelton, CT **FY07-10** 100% Restricted Funds  
071I7200091/071B7200235  
Neonatal Assay Test Kits and  
supplies for newborn screening
- 3) Waters Corporation \$ 66,737.26 (one-time)  
Milford, MA **FY07** 25% Federal Funds  
75% General Funds  
391R7200437/071I7200147  
High Performance Liquid  
Chromatography Integrated  
Separations Module

7. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) T J Sales Associates, Inc. Not to Exceed  
Denville, NJ \$ 75,600.00 (one-time)  
**FY07** 100% General Funds  
078R7200002/071I7200198  
Replacement Flashtubes for the  
Michigan Public Safety  
Communication System Towers

**Various RE:START Vendors**

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

- 2) VED Software Services \$ 38,800.00 (3 months)  
Farmington Hills, MI **FY07** 100% Federal Funds  
071I7200165 Senior Programmer/  
Analyst for development of the  
Pollution Prevention Infor-  
mation and Grant Management  
System (P2IGM) for DEQ

8. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) VideoJet Technologies, Inc. \$ 27,263.43 (one-time)  
Wood Dale, IL **FY07** 100% Federal Funds  
071I7200193 Videojet  
Printmail Upgrade and  
Maintenance for the  
Unemployment Insurance Agency

9. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Hi-Tec Building Services \$ 119,850.00 (2 years)  
Jenison, MI **FY07-09 Split Award**  
071I7200098 Various Funds  
NON-CRO Janitorial Services  
for Region #14 for the  
Department of Military and  
Veterans Affairs
- Peckham Vocational Industries \$ 216,060.00 (2 years)  
Lansing, MI **FY07-09 Split Award**  
Various Funds  
071I7200098 NON-CRO  
Janitorial Services for  
Region #14 for the Department  
of Management and Budget and  
the Department of Military  
and Veterans Affairs
- 2) Lecia Geosystems, Inc. \$ 59,615.60 (one-time)  
Fenton, MI **FY07** 100% Restricted Funds  
071R7200072/071I7200152  
Global Positioning System  
Surveying Equipment
- 3) Peckham Vocational Industries \$ 8,327,556.00 (2 years)  
Lansing, MI **FY07-09** Various Funds  
071I7200097 CRO Janitorial  
Services in Region #14 for  
the Department of Management  
and Budget and the Department  
of Labor and Economic Growth
- 4) Road Runr Maintenance, Inc. \$ 113,294.00 (1 year)  
Pontiac, MI **FY07** 100% Restricted Funds  
071I7200203 Janitorial  
Services for the Michigan  
State Fair

10. DEPARTMENT OF TRANSPORTATION

- |                                                      |                                                                                                                 |
|------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| 1) Any AWOS<br>Lansing, MI                           | \$ 257,560.00 Total<br><b>FY07-10</b> 100% Restricted<br>071I7200133 Automated<br>Weather Observation Systems   |
| 2) Saint Joseph Industries, Inc.<br>Battle Creek, MI | \$ 444,887.50 (5 years)<br><b>FY07-12</b> 100% Restricted<br>591R7200035/071I7200186<br>Breakaway Steel Columns |

**CONTRACT CHANGES**

11. DEPARTMENT OF COMMUNITY HEALTH

- |                                                                |                                                                                                                                                                                                                                       |
|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) Detroit Bio Medical<br>Laboratories<br>Farmington Hills, MI | \$ 73,177.00 Amendment<br>\$ 487,218.11 New Total<br><b>FY08</b> 100% General Funds<br>071B4200003 To add funds for<br>an option year to the contract<br>for General Laboratory<br>Services for the Center for<br>Forensic Psychiatry |
| 2) Global Healthcare Group, LLC<br>Madison Heights, MI         | \$ 37,040.64 Amendment<br>\$ 119,669.76 New Total<br><b>FY08</b> 100% General Funds<br>071B5200314 To add funds for<br>an option year to the contract<br>for Physical Therapy Services                                                |
| 3) Health Services Advisory<br>Group<br>Phoenix, AZ            | \$ 0.00 Amendment<br>\$ 2,629,348.00 New Total<br>75% Federal 25% General<br>071B4200303 To add the<br>remaining 9-month option and a<br>3-month extension of the<br>contract for Medicaid Analysis                                   |
| 4) Home Dental Management<br>Group, LLC<br>Southfield, MI      | \$ 66,000.00 Amendment<br>\$ 366,940.00 New Total<br><b>FY08</b> 100% General Funds<br>071B2001675 To add funds for<br>an option year to the contract<br>for Dental Services at Walter<br>Reuther Psychiatric Hospital                |

11. DEPARTMENT OF COMMUNITY HEALTH continued

5) Various \$2,610,568,296.00 Amendment  
(Listing on file) \$9,350,263,570.62 New Total  
**FY07-08** 58% Federal Funds  
42% General Funds  
To add funds for the remainder  
of this fiscal year and for an  
option year to the contract for  
Comprehensive Health Care for  
Medicaid Beneficiaries

12. DEPARTMENT OF INFORMATION TECHNOLOGY

1) HSS, Inc \$ 362,074.00 Amendment  
Hamden, CT \$ 684,644.00 New Total  
**FY07** 75% Federal Funds  
25% General Funds  
071B52000308 To add funds for  
an option year to the contract  
for EasyGroup and WebStat  
Software and License for  
current COBOL-based system for  
the Department of Community  
Health

13. DEPARTMENT OF MANAGEMENT AND BUDGET

1) A & B Quality Cleaning \$ 47,367.94 Amendment  
Services \$ 1,370,733.47 Total  
Battle Creek, MI **FY07** 100% Federal Funds  
071B1001223 To add funds to  
the existing contract for  
Janitorial Service at Ft.  
Custer, Augusta Armory and  
Training Centers for the DMVA

2) Grand Rapids Building \$ 27,788.00 Amendment  
Services, Inc. \$ 110,624.00 New Total  
Grand Rapids, MI **FY08** 100% Restricted  
071B4200375 To add funds for  
an option year to the contract  
for Janitorial Services for  
the MDOT

14. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) Michigan State Industries                   \$     396,000.00 Amendment  
Lansing, MI                                   \$ 2,161,451.88 New Total  
**FY07-08** 34% Federal Funds  
32% General Funds  
34% Restricted Funds  
071B2001590 To add funds for  
an option year to the contract  
for Laundry and Linen Service  
for the Grand Rapids Home for  
Veterans

15. DEPARTMENT OF STATE

1) Commercial Equipment Co.               \$     50,361.60 Amendment  
Grand Rapids, MI                           \$     269,007.00 New Total  
**FY07-08** 94% Federal Funds  
6% General Funds  
071B4200324 To add funds for  
an option year to the contract  
for Microdax Equipment  
Maintenance Service Agreement  
for the Microfilm Library Unit

16. DEPARTMENTS OF STATE POLICE AND ATTORNEY GENERAL

1) The Bode Technology                   \$     50,000.00 Amendment  
Group, Inc.                               \$ 1,957,600.00 New Total  
Springfield, VA                           **FY07-09** 100% Restricted  
071B4200019 To add funds for  
two option years to the  
contract for DNA Analysis for  
Project Innocence

17. DEPARTMENT OF TREASURY

1) ABN AMRO Merchant Services           \$     250,000.00 Amendment  
Lansing, MI                               \$ 12,812,152.45 New Total  
**FY07-08** Various Funds  
071B2001184 To add funds for  
an extension year to the  
contract for Credit Card  
Merchant Processing Agreement

17. DEPARTMENT OF TREASURY continued

2) Thompson Professional & Regulatory New York, NY	\$ 26,037.60 Amendment \$ 128,847.60 New Total <b>FY07-08</b> 96.6% Restricted 3.4% General Funds 071B4200280 To add funds for an option year to the contract for Electronic Tax Research Service
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SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

18. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1) David Antkowiak \$50.00

The claimant (07-SAB-059) requests \$50.00 reimbursement for insurance deductible after windshield was damaged while performing his job duties. The Department recommends approval of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

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

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of July 10, 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 July 10, 2007, be approved and adopted. The motion was supported by Ms. Shane and unanimously approved.

# APPROVED

July 17, 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 **July 11, 2007**. Those present being:

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

Member: Steve Liedel, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

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

Others: Michael Reilly, Department of Attorney General; Sherry Bond,  
James Burris, Cindy Collins, Janet Rouse, Department of  
Management and Budget

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The Building Committee regular agenda was presented.

Following discussion, Mr. Keenan moved that the regular agenda be recommended to the State Administrative Board for approval with Items 5 and 6 withdrawn. Supported by Mr. Liedel, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

July 11, 2007 / July 17, 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, LANSING – Murray D. VanWagoner Building – Roof Replacement  
File No. 071/06106.JNS – Index No. 53233  
Low Responsive Bidder: Mid Michigan Roofing, LLC, Saginaw; \$842,809.00

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

The purpose of this contract is to replace the roof at the Murray D. VanWagoner Building. The VanWagoner Building's roof system has exceeded its anticipated life and requires costly maintenance in response to frequent leaks.

#### **Benefit**

Repair of the VanWagoner Building roof will extend building life and will reduce the potential for health, safety and environmental issues that could be exacerbated by moisture infiltration into this structure.

#### **Funding Source**

100% State Building Authority Funds

#### **Commitment**

This work was competitively bid with the contract awarded to the lowest responsive, responsible bidder. 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. In addition, infiltration of moisture to the building interior accelerates the growth of mold and mildew resulting in indoor air quality and could affect the health and safety of the building occupants.

#### **Zip Code**

48933

2. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAYLING – Camp Grayling Annual Training Site – Renovate Building #203  
File No. 511/07060.AGY – Index No. 21000  
Low Responsive Bidder: Jarmco Corporation, St. Charles; \$330,000.00

**Purpose/Business Case**

The purpose of this contract is to renovate Building 203 to house the phone hub/data hub for the east end of main camp.

**Benefit**

Recently the communication infrastructure for the Camp was up-graded to fiber optics and copper. This project is renovating Building 203 to house the phone hub/data hub for the east end of the camp. This project is one of the final pieces of the overall communications up-grade and modernization of the Camp.

**Funding Source**

100% Federal Funds

**Commitment**

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

**Risk Assessment**

Failure to approve this contract will result in the communications up-grade and modernization not being completed.

**Zip Code**

49738

**REVISIONS TO CONSTRUCTION CONTRACTS**

- 3. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, STURGIS – Sturgis National Guard Armory – Enlarge Vehicle Compound  
File No. 511/04037.AGY – Index No. 11568  
Michigan Paving & Materials Company, Kalamazoo; CCO No. 1, \$122,860.38

**Purpose/Business Case**

The purpose of this change order is to remove additional unsuitable soils, revise the contract’s quantities for the electrical work, replace the existing swing gate, install new steel bollards and remove fuel pad.

**Benefit**

These changes will resolve soil-bearing issues, enhance security, and decrease the possibility of vehicle damage.

**Funding source**

100% Federal funds

**Commitment**

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

**Risk Assessment**

Failure to approve this change order will result in soil bearing problems affecting the facility’s structural integrity and potential breaches of security.

**Zip Code**

49091

4. DEPARTMENT OF ENVIRONMENTAL QUALITY, MUSKEGON – Zephyr Noth Sol Refinery – Installation & Operation of Groundwater and Free Product Collection System  
File No. 761/98333.AGY – Index Nos. 47817 & 47814  
Superior Environmental Corporation, Marne; CCO No. 16, Incr. \$24,044.20

**Purpose/Business Case**

The purpose of this contract change order is to provide additional maintenance services including cleaning out the bio-reactors, clarifier, injection and recovery trenches, pumps and pipes and redeveloping the 65 recovery wells. The widespread of contamination warranted a need for the additional services.

**Benefit**

The contract change order will make the remediation system more effective in abating the environmental hazard at the site.

**Funding Source**

100% Clean Michigan Initiative (CMI)

**Comment**

The change order cost is fixed actual cost provided by the construction contractor in response to a Bulletin provided by the PSC.

**Risk Assessment**

Failure to approve this change order will result in the continued bio sludge build up in the remediation system's parts which will restrict the operation of the system and reduce the effectiveness of the system.

**Zip Code**

49443

**NEW LEASE FOR PRIVATE PROPERTY**

5. DEPARTMENT OF ENVIRONMENTAL QUALITY, BAY CITY - New Lease #11320-2003 effective March 1, 2008, through February 29, 2028, with Green Leadership, LLC, a Michigan Limited Liability Company, 32500 Telegraph Road, Suite 209, Bingham Farms, Michigan 48025, as Lessor, and the State of Michigan for the Department of Environmental Quality, as Lessee, for 20,309 square feet of office space located at 100 North Johnson Street, Bay City, Michigan 48708. The annual per square foot rental rate for this space is \$19.52 (\$33,039.35 per month). Effective March 1, 2013, through February 1, 2018 the annual per square foot rental rate for this space is \$21.41 (\$36,234.64 per month). Effective March 1, 2018, through February 28, 2023 the annual per square foot rental rate for this space is \$24.24 (\$41,024.18 per month). Effective March 1, 2023, through February 29, 2028 the annual per square foot rental rate for this space is \$27.45 (\$46,456.84 per month). This rate does not include utilities for heating, cooling, illumination, power, and water/sewer, janitorial service and supplies, and trash removal. This Lease contains Two five-year renewal options with an annual per square foot rental rate of \$32.61 (\$55,189.71 per month) for the first five-year renewal option and \$37.82 per square foot

(\$64,007.20 per month) for the second five-year renewal option. This Lease also contains an option to purchase anytime after the initial twenty-year term for fair market value. This Lease contains an Executive cancellation clause which means it can be cancelled if an Executive determination has been made either that the purpose for which the Lease was entered into no longer exists, or that sufficient funds do not exist for meeting the rental obligations of the occupying State agency or department with only 90-days notice required. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case:**

The purpose of this lease is to consolidate both the Department of Environmental Quality and the Department of Natural Resources into one building.

**Benefit:**

This move will streamline operations and efficiency, consolidate offices, and relocate on a Brownfield site per the Governor's Directive.

**Funding Source:**

100% Restricted Funds

**Commitment Level:**

Twenty years with two five-year renewal options; however, this Lease contains an Executive cancellation clause requiring 90-days notice. This Lease also contains an option to purchase anytime after the initial twenty-year term for fair market value.

**Risk Assessment:**

Non-approval of this Lease will hinder the Department from relocating staff to a central consolidated location and achieving savings by having staff in close proximity for related programs.

**Zip Code:**

48708

6. DEPARTMENT OF NATURAL RESOURCES, BAY CITY - New Lease #11274-2003 effective March 1, 2008, through February 29, 2028, with Green Leadership, LLC, a Michigan Limited Liability Company, 32500 Telegraph Road, Suite 209, Bingham Farms, Michigan 48025, as Lessor, and the State of Michigan for the Department of Natural Resources, as Lessee, for 3,982 square feet of office space located at 1515 North Johnson Street, Bay City, Michigan 48708. The annual per square foot rental rate for this space is \$10.37 (\$3,442.77 per month). Effective March 1, 2013, through February 1, 2018 the annual per square foot rental rate for this space is \$21.41 (\$7,104.55 per month). Effective March 1, 2018, through February 28, 2023 the annual per square foot rental rate for this space is \$24.24 (\$8,043.64 per month). Effective March 1, 2023, through February 29, 2028 the annual per square foot rental rate for this space is \$27.45 (\$9,108.83 per month). This rate does not include utilities for heating, cooling, illumination, power, and water/sewer, janitorial service and supplies, and trash removal. This Lease contains Two five-year renewal options with an annual per square foot rental rate of \$32.61 (\$10,821.09 per month) for the first five-year renewal option and \$37.82 per square foot (\$12,549.94 per month) for the second five-year renewal option. This Lease contains an

Executive cancellation clause which means it can be cancelled if an Executive determination has been made either that the purpose for which the Lease was entered into no longer exists, or that sufficient funds do not exist for meeting the rental obligations of the occupying State agency or department with only 90-days notice required. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case:**

The purpose of this lease is to consolidate both the Department of Natural Resources and the Department of Environmental Quality into one building.

**Benefit:**

This move will streamline operations and efficiency, consolidate offices, and relocate on a Brownfield site per the Governor's Directive.

**Funding Source:**

100% Restrictive Funds

**Commitment Level:**

Twenty years with two five-year renewal options; however, this Lease contains an Executive cancellation clause requiring 90-days notice.

**Risk Assessment:**

Non-approval of this Lease will hinder the Department from relocating staff to a central consolidated location and achieving savings by having staff in close proximity for related programs.

**Zip Code:**

48708

7. DEPARTMENT OF STATE, MASON - New Lease #11180-2005 effective August 1, 2007, through July 31, 2012, with Vlahakis Family Limited Partnership, a Michigan Limited Partnership, 4900 Montrose Avenue, Suite 100, Okemos, Michigan 48864, as Lessor, and the State of Michigan for the Department of State, as Lessee, for 3,000 square feet of office space located at 409 North Cedar Street, Suite E, Mason, Michigan 48854. The annual per square foot rental rate for this space for the first two months from August 1, 2007, through September 30, 2007 is \$0.00 (\$0 per month). Effective October 1, 2007, through July 31, 2012, the annual per square foot rental rate for this space is \$17.00 (\$4,250.00 per month). This Lease contains two five-year renewal options with an annual per square foot rental rate of \$19.25 (\$4,625.00 per month) from August 1, 2012 through July 31, 2017 and a per square foot rental rate of \$19.95 (\$4,812.50 per month) from August 1, 2017 through July 31, 2022. This Lease contains a Standard cancellation clause requiring 180-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case:**

The Lessor has relocated this office within the same shopping center; the Lessor has given the State a moving allowance of \$3,000.00 to cover the expense of relocation in the same shopping center. Any unused portion of this allowance will be used as a rent credit.

**Benefit:**

The Department will get new space at a rental rate that includes all expenses and eliminate administrative costs for yearly real estate tax and operating lump-sum adjustments to reimburse the Lessor for increased costs already included in the lease rental rate.

**Funding Source:**

26% General Fund; 74% Restricted Funds

**Commitment Level:**

Five years with two five-year renewal option; however, this Lease contains a Standard cancellation clause requiring 180-days notice.

**Risk Assessment:**

Non-approval of this Lease will hinder the Department from relocating to new space at the expense of the Lessor.

**Zip Code:**

48854

8. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, ST. JOHNS - New Lease #11315-2007 effective September 1, 2007, through August 31, 2012, with St. Johns Public Schools, A Governmental Unit, 501 West Sickles Street, St. Johns, MI 48879, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth, as Lessee, for 938 square feet of office space located at 101 West Cass Street, 213A & 213B, St. Johns, MI 48879. The annual per square foot rental rate for this space is \$9.00 (\$703.50 per month). This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$9.45 (\$738.68 per month). 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:**

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

**Benefit:**

The benefit is that the Lease allows the Department to continue to provide service in an established location. The space is an opportunity to co-locate with a local unit of government, and the rental rate is within market rate for comparable space.

**Funding Source:**

100% Federal Fund

**Commitment Level:**

Five years with one five-year renewal option; however, this Lease contains a Standard cancellation clause requiring 60-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:**

48879

## **RENEWAL OF LEASE FOR PRIVATE PROPERTY**

9. DEPARTMENT OF STATE, CLARE - Renewal of Lease #7769-2006 effective September 1, 2007, through August 31, 2017, with Bernard L. Davison and Patricia S. Davison, Husband and Wife, 1045 Clubhouse Drive, Farwell, Michigan 48622, as Lessor, and the State of Michigan for the Department of State, as Lessee, for 1,400 square feet of office space located at 121 Schoolcrest, Clare, Michigan 48617. The annual per square foot rental rate for this space is \$15.07 (\$1,758.55 per month). This rate does not include payment for utilities used for heating, cooling, illumination, and water/sewer, janitorial service and supplies, and trash removal. 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 renewal will continue the lease at the same location, since 1992, which continues to meet the needs of the Agency.

### **Benefit:**

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

### **Funding Source:**

73% General Fund; 27% Restricted Funds

### **Commitment Level:**

Ten years; however, this Lease contains a Standard cancellation clause requiring only a 90-day notice.

### **Risk Assessment:**

Non-approval of this Lease will hinder the Department from providing services without interruption at an established location and could bring about increased costs if forced to relocate.

### **Zip Code:**

48617

10. DEPARTMENT OF STATE, ST IGNACE - Renewal of Lease #2715 effective August 1, 2007, through July 31, 2017, with P & G Apartment Complex, Inc., a Michigan Corporation, 15 Country Club Drive, Hurricane, West Virginia 25526, as Lessor, and the State of Michigan for the Department of State, as Lessee, for 1,480 square feet of office space located at 386 North State Street, St Ignace, Michigan 49781. The annual per square foot rental rate for this space is \$10.00 (\$1,233.00 per month). This rate does not include utility charges, exterior ground maintenance, janitorial supplies and services, snow and ice removal from sidewalk and rubbish removal. 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 State 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. They have occupied this downtown location since May 1978.

**Funding Source:**

73% General Fund; 27% Restricted Funds

**Commitment Level:**

Ten years; 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:**

49781

11. DEPARTMENT OF ENVIRONMENTAL QUALITY, LANSING - Renewal of Lease #10835-2007 effective July 1, 2007 through November 30, 2020, with Terminal Court, L.L.C., a Limited Liability Company, P.O. Box 14073, Lansing, Michigan 48901-4073, as Lessor, and the State of Michigan for the Department of Environmental Quality, as Lessee, for 10,600 square feet of office, warehouse and laboratory space located at 815 Terminal Road, Lansing, Michigan 48906. The annual per square foot rental rate for this space is \$16.80 (\$14,840.00 per month). This rate does not include utilities, janitorial, and maintenance and replacement of equipment specific to the Laboratory and radiation room. 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 Lease supersedes and cancels the original lease held by Department of Management and Budget who subleased this space to the Department of Environmental Quality. The space is used for a Laboratory to test environmental sites.

**Benefit:**

Renewal of the Lease allows the Department to remain at their current location. It provides for the lease to be extended through 2020 and will decrease rent for the next three years and then level it out over the remaining years.

**Funding Source:**

100% Restricted Funds

**Commitment Level:**

Thirteen-years five months; however, this Lease contains a Standard cancellation clause requiring 60-days notice.

**Risk Assessment:**

Non-approval of this Lease will hinder the Department from realizing an immediate cost reduction and could result in additional expenditures if forced to relocate.

**Zip Code:**  
48906

12. DEPARTMENT OF STATE, BAY CITY - Renewal of Lease #10399-2006 effective June 16, 2007, through June 15, 2017, with Ray's Family Center, Inc., a Michigan Corporation, 715 McGraw, Bay City, Michigan 48708, as Lessor, and the State of Michigan for the Department of State, as Lessee, for 3,575 square feet of office space located at 1007 North Euclid Avenue, Bay City, Michigan 48706. The annual per square foot rental rate for this space is \$12.00 for the first five years, (\$3,575.00 per month) and \$13.00 per square foot for the second five years (\$3,872.92 per month). This rate does not include 100% payment for public utilities used for heating, cooling, illumination, power, water and sewer, janitorial services, and supplies and trash removal. This Lease contains One five-year renewal option with an annual per square foot rental rate of \$14.00 (\$4,170.83 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:**

This space is utilized by the Department of State and continues to meet their needs.

**Benefit:**

Renewal of this lease will allow the Department to continue providing customer service at an established location and avoid relocation costs. The real estate tax adjustments were removed. The rental rate is within current market rates.

**Funding Source:**

73% General Fund; 27% Restricted Funds

**Commitment Level:**

Ten years with one five-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 providing services without interruption at an established location and could bring about increased costs if forced to relocate.

**Zip Code:**

48706

13. DEPARTMENT OF STATE, ONTONAGON - Renewal of Lease #6951 effective September 1, 2007, through August 31, 2017, with Jill A. Lundgren, Trustee Under Declaration of Trust Dated September 5, 1995, A Trust, 12769 Mansfeldt Road, Baraga, Michigan 49908, as Lessor, and the State of Michigan for the Department of State, as Lessee, for 680 square feet of office space located at 728 South 7<sup>th</sup> Street, Ontonagon, Michigan 49953. The annual per square foot rental rate for this space is \$7.75 (\$439.17 per month). Effective September 1, 2010, through August 31, 2017, the annual per square foot rental rate for this space is \$8.00 (\$453.33 per month). This rate does not include utility charges, exterior grounds maintenance, snow removal, janitorial supplies and service,

replacement of tubes and bulbs, trash removal, and pest control. This Lease contains one ten-year renewal option with an annual per square foot rental rate of \$8.00 (\$453.33 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:**

This space is utilized by the Department and it continues to meet their needs.

**Benefit:**

Renewal of this Lease allows the Department to remain at the current location and avoid relocation costs. They have occupied this space since 1987 and the rental rate remains the same for the first three years then increases slightly for the remainder of the term.

**Funding Source:**

26% General Fund; 74% Restricted Funds

**Commitment Level:**

Ten years with one ten-year renewal option

**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:**

49953

**NEW SUB-LEASE FOR PRIVATE PROPERTY**

14. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, SAULT STE. MARIE - New Sub-Lease #11059-2006 effective July 1, 2007, through June 30, 2010, with Eastern Upper Peninsula Employment and Training Consortium, A Consortium of Counties, 1118 East Easterday Avenue, Sault Ste. Marie, Michigan 49783, as Sub-Lessor, and the State of Michigan for the Department of Labor and Economic Growth, as Sub-Lessee, for 383 square feet of office space located at 1118 East Easterday Avenue, Sault Ste. Marie, Michigan 49783. The annual per square foot rental rate for this space is \$39.66 (\$1,265.84 per month). This is an all-inclusive lease including office operation costs. This Sub-Lease contains one three-year renewal option with an adjusted rental rate. This Sub-Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

**Purpose/Business Case:**

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

**Benefit:**

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

**Funding Source:**

100% Federal Funds

**Commitment Level:**

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

**Risk Assessment:**

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

**Zip Code:**

49783

15. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, PETOSKEY - New Sub-Lease #11079-2006 effective July 1, 2007, through December 31, 2009, with Northwest Michigan Council of Governments, A Public Body Corporate, PO Box 506, Traverse City, Michigan 49685-0506, as Sub-Lessor, and the State of Michigan for the Department of Labor and Economic Growth, as Sub-Lessee, for 548 square feet of furnished office and storage room space located at 2225 Summit Park Drive, Petoskey, Michigan 49770. The annual per square foot rental rate for this space is \$45.00 (\$2,055.00 per month). This is an all-inclusive lease including office operation costs. This Sub-Lease contains one five-year renewal option with an adjusted rental rate. This Sub-Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

**Purpose/Business Case:**

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

**Benefit:**

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

**Funding Source:**

100% Federal Funds

**Commitment Level:**

Two-years and six-months with one five-year renewal option; however, this Sub-Lease contains a Standard cancellation clause requiring 90-days notice.

**Risk Assessment:**

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

**Zip Code:**

49770

16. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, TRAVERSE CITY - New Sub-Lease #11249-2006 effective July 1, 2007, through February 28, 2008, with Northwest Michigan Council of Governments, A Public Body Corporate, PO Box 506, Traverse City, Michigan 49685-0506, as Sub-Lessor, and the State of Michigan for the Department of Labor and Economic Growth, as Sub-Lessee, for 630 square feet of office space located at 1209 South Garfield, Suite 'E', Traverse City, Michigan 49685. The annual per square foot rental rate for this space is \$40.00 (\$2,100.00 per month). This is an all-inclusive lease including office operation costs. This Sub-Lease contains two five-year renewal options with an annual per square foot rental rate of 40.00 (\$2,100.00 per month). This Sub-Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

**Purpose/Business Case:**

The Department of Labor and Economic Growth (ESA & UIA) utilizes this space. This is in conjunction with the co-location initiative with the Michigan Works! Agencies.

**Benefit:**

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

**Funding Source:**

100% Federal Funds

**Commitment Level:**

Eight months and two five-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 meeting the co-location initiative with Michigan Works! Agency and providing uninterrupted services, and could bring about increased costs if they are forced to relocate.

**Zip Code:**

49685

**RENEWAL OF SUB-LEASE FOR PRIVATE PROPERTY**

17. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, REED CITY - Renewal of Sub-Lease #11245-2006 effective January 1, 2007, through December 31, 2009, with Michigan Works! West Central, A Governmental Unit, 110 Elm Street, Big Rapids, Michigan 49307, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth as Lessee, for 774 square feet of office space located at 240 East Church Street, Reed City, Michigan 49677. The annual per square foot rental rate for this space is \$13.32 (\$859.00 per month). This is a full service Sub-Lease. This Sub-Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

**Purpose/Business Case:**

This renewal will keep the Agency at the present location with a full-service Sub-Lease which is within the market rate for comparable office space in the area.

**Benefit:**

Renewal of this Sub-Lease allows the Department to continue providing customer service at an established one stop location and avoid relocation costs.

**Funding Source:**

100% Federal Funds

**Commitment Level:**

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

**Risk Assessment:**

Non-approval of this Sub-Lease will hinder the Department from providing uninterrupted services to the clients of Osceola County and could result in additional expenditures if forced to relocate.

**Zip Code:**

49677

18. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, LUDINGTON -  
Renewal of Sub-Lease #11244-2006 effective January 1, 2007, through June 30, 2008, with Michigan Works! West Central, A Governmental Unit, 110 Elm Street, Big Rapids, Michigan 49307, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth as Lessee, for 462 square feet of office space located at 5722 West US-10, Ludington, Michigan 49431. The annual per square foot rental rate for this space is \$11.09 (\$427.00 per month). This is a full service Sub-Lease. This Sub-Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

**Purpose/Business Case:**

This renewal will keep the Agency at the present location with a full-service Sub-Lease which is within the market rate for comparable office space in the area.

**Benefit:**

Renewal of this Sub-Lease allows the Department to continue providing customer service at an established one-stop location and avoid relocation costs.

**Funding Source:**

100% Federal Funds

**Commitment Level:**

One year and six months; 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 providing uninterrupted services to the clients of Mason County and could result in additional expenditures if forced to relocate.

**Zip Code:**

49431

19. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, FREMONT - Renewal of Sub-Lease #11243-2006 effective January 1, 2007, through October 31, 2009, with Michigan Works! West Central, A Governmental Unit, 110 Elm Street, Big Rapids, Michigan 49307, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth as Lessee, for 621 square feet of office space located at 4747 West 48<sup>th</sup> Street, Fremont, Michigan 49412. The annual per square foot rental rate for this space is \$20.91 (\$1,082.00 per month). This is a full service Sub-Lease. This Sub-Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

**Purpose/Business Case:**

This renewal will keep the Agency at the present location with a full-service Sub-Lease which is within the Market rate for comparable office space in the area.

**Benefit:**

Renewal of this Sub-Lease allows the Department to continue providing customer service at an established one stop location and avoid relocation costs.

**Funding Source:**

100% Federal Funds

**Commitment Level:**

Two years and ten months; 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 providing uninterrupted services to the clients of Newaygo County and could result in additional expenditures if forced to relocate.

**Zip Code:**

49412

20. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, BALDWIN - Renewal of Sub-Lease #10831-2006 effective January 1, 2007, through December 31, 2009, with Michigan Works! West Central, A Governmental Unit, 110 Elm Street, Big Rapids, Michigan 49307, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth as Lessee, for 480 square feet of office space located at 5252 South M-37, Baldwin, Michigan 49304. The annual per square foot rental rate for this space is \$15.08 (\$603.00 per month). This is a full service Sub-Lease. This Sub-Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

**Purpose/Business Case:**

This renewal will keep the Agency at the present location with a full-service Sub-Lease which is within the market rate for comparable office space in the area.

**Benefit:**

Renewal of this Sub-Lease allows the Department to continue providing customer service at an established one stop location and avoid relocation costs.

**Funding Source:**

100% Federal Funds

**Commitment Level:**

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

**Risk Assessment:**

Non-approval of this Sub-Lease will hinder the Department from providing uninterrupted services to the clients of Lake County and could result in additional expenditures if forced to relocate.

**Zip Code:**

49304

**ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

21. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, TRAVERSE CITY - Addendum #2 to Lease #10761 approved by the State Administrative Board on December 21, 1999, Item #19, between The Oleson Foundation, a Michigan Non-Profit Corporation, P.O. Box 72, Traverse City, Michigan 49685-0072, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth, formerly known as Career Development, as Lessee, for 5,538 square feet of space located at 1209 South Garfield Road, Traverse City, Michigan 49684. This Addendum provides for the installation of new carpet and other related costs at no cost to the State and to reduce the rental rate in the first renewal option. The new annual per square foot rental rate is \$13.43 (\$6,200.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause requiring 60-days notice. The Attorney General has approved this Addendum as to legal form.

**Purpose/Business Case:**

The purpose for this Addendum is to provide for the Lessor to pay for all costs related to installing new carpet at no cost to the State and reduce the renewal option rental rate. The renewal option is automatically exercised upon execution of the Addendum.

**Benefit:**

This Addendum will provide new carpet for the Department at no cost and reduce the renewal option overall rent expense by \$15,660.00.

**Source of Funds:**

100% Federal Funds

**Commitment Level:**

Five years and eleven months with one five-year option; however, this Lease contains a Standard cancellation clause requiring 60-days notice.

**Risk Assessment:**

Non-approval of this Addendum will hinder the Department from recognizing a cost savings in the rental rate and receiving new carpet.

**Zip Code:**

49684

22. DEPARTMENT OF INFORMATION TECHNOLOGY, LANSING - Addendum #1 to Lease #10369 approved by the State Administrative Board on July 17, 2001, Item # 7, between Lansing Marc L.L.C., a Limited Liability Company, c/o Marc Realty, 6810 South Cedar Street, Suite 3-C, Lansing Michigan 48911-6907, as Lessor, and the State of Michigan for the Family Independence Agency, subsequently named the Department of Human Services, as Lessee, for 6,000 square feet of space located at 1000 Long Boulevard, Lansing, Michigan 48911. This Addendum provides for changing the Lessor's address, assigning the Lease to the Department of Information Technology, reducing the square footage to 6,000 square feet, identifying the suite affected, and decreasing the rental rate accordingly. The annual per square foot rental rate is \$14.50 (\$7,250.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this lease as to legal form.

**Purpose/Business Case:**

This Addendum reflects changes in the square footage and rental rate. It will document the Lessor's changed address and an assignment of leased space to the Department of Information Technology from Department of Human Services.

**Benefit:**

This will benefit the Department by reducing the rentable square footage thereby lowering the rent.

**Source of Funds:**

34% General Fund; 66% Federal Funds

**Commitment Level:**

Present through July 31, 2011; however, this Lease contains a Standard cancellation clause requiring 90-days notice.

**Risk Assessment:**

Non-approval of this Addendum will hinder the Department from recognizing a cost savings of \$5,872.50 annually by renting only the space they require.

**Zip Code:**

48911

23. DEPARTMENT OF HUMAN SERVICES, BAY CITY - Addendum #2 to Lease #10343-1990 approved by the State Administrative Board on May 7, 1996, Item #26, between CPR Hampton Associates, a Limited Partnership, 8075 West Third Street, Forth Floor, Los Angeles, California 90048, as Lessor, and the State of Michigan for the Department of Human Services, as Lessee, for 30,481 square feet of space located at 1415 West Center Road, Bay City, Michigan 48732-

2123. This Addendum provides for exercising the renewal option at a lower rate and removing the annual tax, insurance, and operating expense payments for the remainder of the five year lease renewal. The annual per square foot rental rate is \$9.15 (\$23,244.80 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause requiring 90-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 18, 1996.

**Purpose/Business Case:**

This lease addendum will continue the lease at the same location, since 1996, and continues to meet the needs of the Agency.

**Benefit:**

Renewal of this lease allows the Department to remain at the current location and avoid relocation costs while achieving a cost savings by lowering the rental rate and eliminating the annual payments for real estate taxes, insurance, and operating expenses.

**Source of Funds:**

43% General Fund; 57% Federal Fund

**Commitment Level:**

Four years and six months; however, this Lease contains a Standard cancellation clause requiring 90-days notice.

**Risk Assessment:**

Non-approval of this Addendum will hinder the Department from continuing to provide client services to the residents of Bay County and could bring about increased costs if they are forced to relocate

**Zip Code:**

48732

24. DEPARTMENT OF INFORMATION TECHNOLOGY, LANSING - Addendum #1 to Lease #10800 approved by the State Administrative Board on July 17, 2001, Item # 5, between Lansing Marc L.L.C., a Limited Liability Company, c/o Marc Realty, 6810 South Cedar Street, Suite 3-C, Lansing Michigan 48911-6907, as Lessor, and the State of Michigan for the Family Independence Agency and subsequently assigned to the Department of Information Technology (DIT), as Lessee, for 5,006 square feet of space located at 920 Long Boulevard, Lansing, Michigan 48911. This Addendum provides for changing the Lessor's name and address to reflect a change of ownership and an assignment from Department of Human Services to Department of Information Technology reduces the square footage to 5,006 square feet, identifies the suite affected, and decreases the rental rate accordingly. The annual per square foot rental rate is \$14.50 (\$6,048.92 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension.

This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this lease as to legal form.

**Purpose/Business Case:**

This Addendum reflects changes in the square footage and rental rate. It will also establish, for the record, a change in ownership and assignment, and correct occupying Agency.

**Benefit:**

This will benefit DIT by reducing the rentable square footage thereby lowering the rent.

**Source of Funds:**

34% General Fund; 66% Federal Funds

**Commitment Level:**

Present through July 31, 2011; however, this lease contains a Standard cancellation clause requiring 90-days notice.

**Risk Assessment:**

Non-approval of this Addendum will hinder the Department from recognizing a cost savings in rent.

**Zip Code:**

48911

**ADDENDUM TO LEASE FOR STATE OWNED PROPERTY**

25. DEPARTMENT OF EDUCATION, FLINT - Addendum #1 to Lease #11218-2006 approved by the State Administrative Board on December 5, 2006, Item #8, between The Communication Access Center for the Deaf and Hard of Hearing, a Corporation, 1505 West Court Street, Flint, Michigan 48503, as Lessee, and the State of Michigan for the Department of Education, as Lessor, for 17,116 square feet of space located at 1505 West Court Street, Flint, Michigan 48503. This Addendum provides for increasing the leased space by 2,514 square feet and adjusting Lessor and Lessee responsibilities. The annual per square foot rental rate is \$3.00 (\$4,279.50 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause requiring 120-days notice. The Attorney General has approved this lease as to legal form.

**Purpose/Business Case:**

This Addendum reflects changes to increase the square footage and rental rate. It will document changes to Lessor and Lessee responsibilities as well as allows for the integration of the Lessee provided security system into the State owned security system.

**Benefit:**

This Addendum will benefit the Department by increasing revenue.

**Source of Funds:**

Not Applicable

**Commitment Level:**

Current through June 30, 2016; however, this Lease contains a Standard cancellation clause requiring 120-days notice.

**Risk Assessment:**

Non-approval of this Addendum will hinder the Department from realizing increased revenue and enhancing the security at Fay Hall.

**Zip Code:**

48503

# APPROVED

July 17, 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 special meeting of the **Building** Committee was held at **10:55 a.m.**  
on **July 17, 2007**. Those present being:

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

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

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

Others: Joel Storchan, Department of Information Technology; James  
Burris, Sherry Bond, Craig Orr, Debbie Roberts, Janet Rouse,  
Department of Management and Budget

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The Building Committee amended special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

# AMENDED SPECIAL AGENDA

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

July 17, 2007  
10:55 A.M. / 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.

### RESOLUTIONS OF THE STATE ADMINISTRATIVE BOARD

1. Resolution of the State Administrative Board Determining the Rental and Confirming Other Matters Regarding the Conveyance of Property and the Leases for Certain Facilities and Delivery of a Continuing Disclosure Undertaking

#### Legislative Background

Project	Public Act	Total Cost	SBA Share	University Share	GF/GP Share	House/Senate Concurrent Resolution	Date of Prior SAB Resolution
Department of Corrections Kinross New Power Plant	PA 193 2003	6,000,000	5,999,900	--	100	SCR 26 of 2005	10/11/05
SVSU Pioneer Hall Renovations	PA 297 2005	16,000,000	11,999,800	4,000,000	200	HCR 15 of 2007	1/31/07
UM Dearborn Science Bldg Renovation	PA 530 2002	9,600,000		2,400,000	--	SCR 31 of 2005	10/11/05
UM Dearborn Engineering Bldg Renovation	PA 530 2002	12,600,000		3,150,000	--	SCR 30 of 2005	10/11/05

UM Ann Arbor LS&A Building	PA 193 2003	26,000,000	14,769,231	11,230,769	--	SCR 32 of 2005	10/11/05
Glen Oaks CC Applied Science	PA 11 2005	3,200,000	1,599,800	1,680,000	200	SCR 59 of 2006	1/31/07
Northwestern MI College Oleson Center Renovation	Pa 297 2005	1,300,000	649,800	650,000	200	SCR 61 of 2006	1/31/07
Southwestern MI College Info Tech Center Renovation	PA 297 2005 & SCR 48 of 2006	5,047,700	2,249,800	2,797,700	200	HCR 11 of 2007	1/31/07
St. Clair CC General Campus Renovations	PA 530 2002 & SCR 13 of 2005	13,000,00	4,499,800	8,500,000	200	SCR 40 of 2006	8/14/06

**Purpose/Business Case**

The purpose of this resolution is to approve the conveyance of property, authorizing the leases between the State Building Authority and the State of Michigan, or by and among the Authority, State, and Educational Institution, and approving the annual rental.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

**Benefit**

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the project with long-term bonds.

**Funding Source/ Commitment Level**

These projects are currently financed with the short-term notes which 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. The annual rent for these projects will be as follows.

Kinross New Power Plant  
 \$475,000  
 Zip Code: 49788

SVSU Pioneer Hall Renovations  
 \$922,000  
 Zip Code: 48710

UM Dearborn Science Bldg Renovation

\$570,000  
Zip Code: 48128

UM Dearborn Engineering Bldg Renovation  
\$748,000  
Zip Code: 48128

UM Ann Arbor LS&A Building  
\$1,169,000  
Zip Code: 48109

Glen Oaks CC Applied Science  
\$123,000  
Zip Code: 49032

Northwestern MI College Oleson Center Renovation  
\$50,000  
Zip Code: 49684

Southwestern MI College Info Tech Center Renovation  
\$173,000  
Zip Code: 49047

St. Clair CC General Campus Renovations  
\$356,000  
Zip Code: 48061

**Risk Assessment**

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

2. Resolution of the State Administrative Board Determining the Rental and Confirming Other Matters Regarding the Conveyance of Property and the Leases for Certain Facilities and Delivery of a Continuing Disclosure Undertaking

Legislative Background

<b>Project</b>	<b>Public Act</b>	<b>Total Cost</b>	<b>SBA Share</b>	<b>University Share</b>	<b>GF/GP Share</b>	<b>House/Senate Concurrent Resolution</b>	<b>Date of Prior SAB Resolution</b>
Community College of Gogebic County Special Maintenance Projects	PA 10 2005	1,000,000	999,900	--	100	SCR 49 of 2006	8/14/06

Lake Superior State University Special Maintenance Projects	PA 10 2005	163,100	163,000	--	100	SCR 50 of 2006	8/14/06
Michigan Technological University Special Maintenance Projects	PA 297 2005	10,000,000		2,500,000	200	SCR 62 of 2006	1/31/07

**Purpose/Business Case**

The purpose of this resolution is to approve the conveyance of property, authorizing the leases between the State Building Authority and the State of Michigan, or by and among the Authority, State, and Educational Institution, and approving the annual rental.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

**Benefit**

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the project with long-term bonds.

**Funding Source/ Commitment Level**

These projects are currently financed with the short-term notes which 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. The annual rent for these projects will be as follows.

Community College of Gogebic County Special Maintenance Projects

\$88,000

Zip Code: 49938

Lake Superior State University Special Maintenance Projects

\$14,000

Zip Code: 49783

Michigan Technological University

\$660,000

Zip Code: 49931

**Risk Assessment**

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

## **ADDENDUM TO SUB-LEASE FOR PRIVATE PROPERTY**

3. DEPARTMENT OF MANAGEMENT AND BUDGET, WASHINGTON, D.C. - Addendum #1 to Sub-Lease #2445 approved by the State Administrative Board on December 4, 2001, Item #6, between State Services Organization, Inc., a D.C. Non-Profit Corporation, 444 North Capitol Street, Suite 237, Washington D.C. 20001, as Sub-Landlord, and the State of Michigan for the Department of Management and Budget, as Tenant, for 2,217 square feet of space located at the Hall of the States, 400/444 North Capitol Street, Suite 411, Washington D.C. 20001. This Addendum provides for adding one six-year term. It also allows for a \$5.00 per square foot space improvement allowance if the addendum is approved prior to July 31, 2007. The annual per square foot rental rate is \$45.55 (\$8,415.36 per month). Effective February 1, 2009, and every year thereafter, the annual per square foot rental rate increases by 2%. This Addendum becomes effective upon the last approval and continues to the termination date of the lease, or any extension. The Sub-Lease contains a Legislative Restrictive cancellation clause requiring 120-days notice. The Attorney General has approved this addendum as to legal form.

### **Purpose/Business Case**

This addendum is designed to allow the Governor's Washington D.C. staff to remain in its current location for six additional years.

### **Benefit**

The location is near the Capitol and all Legislative branch offices which provides a base for pursuing the State's Legislative interests.

### **Funding Source**

30% General Fund/General Purpose; 70% State Restricted Funds.

### **Commitment Level**

Six years with a Legislative Restrictive cancellation clause requiring 120-days notice.

### **Risk Assessment**

Non-approval of this Addendum prior to July 31, 2007 will hinder the State from realizing approximately \$11,000 worth of space improvement allowances being offered by the Lessor.

### **Zip Code**

2001

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Ms. MacDowell presented the Building Committee Reports for the regular meeting of July 11, 2007, and the special meeting of July 17, 2007. After review of the forgoing Building Committee Reports, Ms. MacDowell moved that the Building Committee Reports covering the regular meeting held July 11, 2007, and the special meeting of July 17, 2007, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

# APPROVED

July 17, 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 July 11, 2007. Those present  
being:

Member: \_\_\_\_\_, representing \_\_\_\_\_ Approved \_\_\_\_\_  
Secretary of State Land

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

Acting  
Chairperson: James Shell, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;  
Mike Blackledge, Keith Brown, Connie Hanrahan, Pam Lavender,  
Patrick Scarlett, Betsy Steudle, Karen Watson, Department of  
Transportation

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There was no Department of Natural Resources agenda presented.

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 99 and 100 of the  
Transportation agenda.

Following discussion, Mr. Shell moved that the Transportation agenda be  
recommended to the State Administrative Board for approval with Item 44  
contingent upon approval by the Office of Commission Audit. Supported  
by Mr. Herzig, the motion was unanimously adopted.

Mr. Shell adjourned the meeting.

## AGENDA

### DEPARTMENT OF TRANSPORTATION

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

T&NR Meeting: July 11, 2007– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: July 17, 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. HIGHWAYS (Real Estate) – Resolution “A” (Transfer Sale to Abutting Owner to Correct MDOT Survey Error from Previous Sale)  
Tract 1108, Control Section 11053, Parcel 524, Part B

The subject tract is located in the township of Benton, Berrien County, Michigan, and contains approximately 1,814.8 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. An appraisal was not completed since this transfer of property is to correct a 1.5 foot MDOT error (gap) between the two surveys from a previous sale in 2003 and therefore only a \$1 fee is required. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on March 13, 2007. The sole abutting owner, the City of Benton Harbor, has submitted an Application to Purchase and Agreement of Sale and the \$1 fee, which represents payment in full. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality to correct a survey error from a previous sale. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** Sale is critical to correct a survey error from a previous sale.

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property used to correct a MDOT survey error from a previous sale is transferred at no cost.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49022.

2. HIGHWAYS (Real Estate) – Resolution “B” (Sale to Abutting Owner)  
Tract 1109, Control Section 11053, Parcel 505 East, Part D

The subject tract is located in the city of St. Joseph, Berrien County, Michigan, and contains approximately 4734.1 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by David C. Maturen, on November 13, 2006, in the amount of \$300. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on Mar 14, 2007, for the amount of \$300. The sole abutting owner, Harbor Shores HV Construction, LLC, a Michigan Limited Liability Company, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$300, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** Sale is critical as part of a community development project. This sale is part of the last part of the project, which involves six previously approved excess property sales.

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49085.

3. HIGHWAYS (Real Estate) – Resolution “C” (Release of Limited Access and Transfer to Governmental Agency for Transportation Use)  
Tract 1079, Control Section 37011, Parcel 3C, Part A

The subject tract is located in the township of Union, Isabella County, Michigan, and contains approximately 311.0 lineal feet. The Isabella County Road Commission has indicated that the release of limited access is needed to extend Encore Boulevard south to the US-27 business route. The release of limited access was reviewed and approved by MDOT and the Federal Highway Administration (FHWA). The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on June 27, 2007. The property was not offered to all local municipalities because it is a release of limited access via a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** The release of limited access and transfer sale is critical to preserve project schedules and prevent cost overruns.

**Purpose/Business Case:** The purpose of a release in limited access is to allow adjacent property owners access to a MDOT road. The release of limited access returns revenue to the state or minimizes capital outlay. The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

**Benefit:** MDOT benefits by promoting transportation infrastructure.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** A release in limited access used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

**Risk Assessment:** If limited access is not released for transportation purposes, MDOT would not be supporting the development of transportation infrastructure.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48858.

4. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount

Amendatory Contract (2003-0137/A3) between MDOT and the Jackson County Board of Commissioners will add the installation of monitoring wells to the project and will increase the contract amount by \$43,204. The original contract provides for the performance of an environmental assessment for runway relocation and crosswind runway extension at the Jackson County-Reynolds Field in Jackson, Michigan. The contract term remains unchanged, April 8, 2003, through April 7, 2023. The revised contract amount will be \$215,004. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA)Funds	\$154,620	\$ 38,883	\$193,503
State Bond Funds	\$ 8,590	\$ 2,160	\$ 10,750
Jackson County Funds	\$ 8,590	\$ 2,161	\$ 10,751
Total	<u>\$171,800</u>	<u>\$ 43,204</u>	<u>\$215,004</u>

**Criticality:** This amendment is necessary for final contract closeout. Failure to approve the funding at this time would jeopardize the county's ability to match federal funds for the multi-million dollar construction project currently being initiated. As a result, the contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To increase the contract amount by \$43,204 to add the installation of monitoring wells to the project. Groundwater monitoring wells were installed and sampled to assess the abandoned landfill that was previously onsite. This work was added to the environmental assessment (EA) contract at a later date as part of the EA for the primary runway relocation and the crosswind runway shift and extension. This amendment covers the additional expense for the installation of the monitoring wells.

**Benefit:** Will provide the additional funding necessary for final contract closeout.

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

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

**Risk Assessment:** If the amendment is not approved, the additional project costs would become the responsibility of Jackson County. The county cannot afford the additional costs at this time without federal and state assistance.

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

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49202.

\* Denotes a non-standard contract/amendment

5. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements  
Contract (2007-0539) between MDOT and the Kalamazoo County Aeronautics Board of Trustees will provide federal and state grant funds for the relocation of Taxiway B South at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 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 \$3,411,000. Source of Funds: FAA Funds - \$1,631,664; State Restricted Aeronautics Funds - \$1,567,050; Kalamazoo County Funds - \$212,286.

This contract was previously approved on the May 1, 2007, State Administrative Board agenda as a contract between MDOT and the Kalamazoo County Board of Commissioners. It should have been with the Kalamazoo County Aeronautics Board of Trustees. All other information remains unchanged.

**Criticality:** This project is federally mandated to meet FAA safety standards and requirements.

**Purpose/Business Case:** To provide for the relocation of Taxiway B South.

**Benefit:** Will improve safety and provide for compliance with FAA standards.

**Funding Source:** FAA Funds - \$1,631,664; State Restricted Aeronautics Funds - \$1,567,050; Kalamazoo County Funds - \$212,286; Contract Total - \$3,411,000.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

**Selection:** N/A.

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

**Zip Code:** 49002.

6. \*AERONAUTICS AND FREIGHT (Aeronautics) - Airfield Crack Sealing and Paint Marking  
Contract (2007-0620) between MDOT, St. James Township, and the Township of Peaine will provide federal and state grant funds for airfield crack sealing and paint marking at the Beaver Island Airport on Beaver Island, 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 \$26,000. Source of Funds: FAA Funds (via block grant) - \$20,800; State Bond Funds - \$4,550; St. James Township and Township of Peaine Funds - \$650.

**Criticality:** The FAA requires that airport pavements be marked with paint to indicate the centers and edges of runways, taxiways, and aprons and to indicate where aircraft should stop and which runway the aircraft is approaching. It is necessary for the pavement markings to be clear. In addition, cracks periodically occur in the pavement. Sealing the cracks extends the life of the pavement and reduces future repairs and costly rehabilitation. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the preservation of pavement and the marking of pavement will assist in keeping the airport open for traffic during the 2007 calendar year.

**Purpose/Business Case:** To provide for airfield crack sealing and paint marking.

**Benefit:** Will enhance the safety of airport users and will comply with FAA safety standards.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% St. James Township and Township of Peaine Funds.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49782.

7. \*AERONAUTICS AND FREIGHT (Aeronautics) – Section 405 Survey

Contract (2007-0621) between MDOT, the City of West Branch, and the Ogemaw County Board of Commissioners will provide federal and state grant funds for the performance of a Section 405 survey for runway approaches at the West Branch Community Airport in West Branch, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$25,000. Source of Funds: FAA Funds (via block grant) - \$20,000; State Bond Funds - \$4,375; City of West Branch and Ogemaw County Funds - \$625.

**Criticality:** Will provide an accurate survey of obstructions with elevations and locations of potential obstructions in the runway approaches. The survey will also verify if obstructions and trees should be removed or trimmed. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of potential safety issues for aircraft flying into the airport. Additionally, the 405 survey must be done prior to completion of the environmental assessment report and other work associated with the runway construction project.

**Purpose/Business Case:** To provide for the performance of a Section 405 survey for runway approaches.

**Benefit:** Will enhance airport safety by allowing aircraft to operate unimpeded by trees and other obstructions.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of West Branch and Ogemaw County Funds.

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

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

**Cost Reduction:** The 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:** 48661.

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

Contract (2007-0634) between MDOT and the Delta County Board of Commissioners will provide federal and state grant funds for the rehabilitation and upgrade of the taxiway lights, including vault work and supplemental windcones, and for the design of a building to store snow removal equipment (SRE) at the Delta County Airport in Escanaba, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 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 \$320,000. Source of Funds: FAA Funds - \$304,000; State Bond Funds - \$8,000; Delta County Funds - \$8,000.

**Criticality:** The taxiway lighting system has recently experienced many maintenance problems, malfunctions, and shutdowns. Immediate installation of the lights is critical to bring the lighting into FAA compliance and to increase safety margins for aeronautical activity at this commercial carrier facility. Additionally, the lighting project will provide an energy conservation measure and long-term overall cost savings for the airport, which will result in an increased ability to financially contribute to future projects. Design of the SRE facility is critical to allowing bidding to progress this fall and construction to commence in the spring. The SRE facility is critical to protecting and maintaining the snow removal equipment for use in keeping the facility safe for aeronautical use. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of the safety hazards caused by the malfunctioning lighting system, the short duration of the construction season, and the need to bring the airport into compliance with FAA operational standards.

**Purpose/Business Case:** To provide for the rehabilitation and upgrade of the taxiway lights, including vault work and supplemental windcones, and the design of a SRE storage building.

**Benefit:** The new taxiway lights will replace old lights with constant maintenance problems. The new lights and windcones will reduce operational costs substantially and will meet FAA standards. The SRE building will house the snow removal vehicles and associated equipment, thus lowering maintenance costs and increasing reliability.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% Delta County Funds.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders. The consultant contract was reviewed by MDOT staff for scope and reasonableness in fees.

**Selection:** N/A.

**New Project Identification:** The taxiway system and windcones are replacement, while the SRE design is new work. The percent of new work is approximately 23 percent.

**Zip Code:** 49829.

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

Contract (2007-0636) between MDOT and the Luce County Board of Commissioners will provide federal and state grant funds for the construction of a six-unit t-hangar, for hangar site work, and for the design of a box hangar and Jet A fuel facility at the Luce County Airport in Newberry, 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 \$470,000. Source of Funds: FAA Funds (via block grant) - \$376,000; State Bond Funds - \$82,250; Luce County Funds - \$11,750.

**Criticality:** The six-unit t-hangar will enhance the safety of aircraft operations in the northern climate by providing a shelter from extreme weather conditions. It will also serve as a revenue-generating mechanism for the airport to provide its local share participation on future projects (other local funding sources are extremely limited) and to stimulate tourism and the local economy. Design of the box hangar and Jet A fuel facility will also enhance aircraft operations safety, provide a mechanism to stimulate local economic activity, and serve as a local revenue generating mechanism. These projects will provide immediate job retention for the construction trades and engineering consultant. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of the need to address aircraft operation safety issues.

**Purpose/Business Case:** To provide for the construction of a six-unit t-hangar, for associated hangar site work, and for the development of engineering plans for the design of a box hangar and Jet A fuel facility.

**Benefit:** Will serve the aviation needs of the airport and stimulate the local economy.

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

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

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

**Cost Reduction:** The t-hangar work and the box-hangar site work were bid through MDOT and awarded to the lowest bidder. There were three bidders. The t-hangar building was locally bid and awarded to the lowest bidder. There were five bidders.

**Selection:** N/A.

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

**Zip Code:** 49868.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0637) between MDOT and the City of Hillsdale will provide federal and state grant funds for the land acquisition costs of parcels 6 through 11, 36, 40, 41, 42, 44, 45, 47 through 58, 62, 72, and 74 at the Hillsdale Municipal Airport in Hillsdale, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 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 \$2,687,500. Source of Funds: FAA Funds (via block grant) - \$2,150,000; State Bond Funds - \$470,312; City of Hillsdale Funds - \$67,188.

**Criticality:** All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ). The property acquisitions will meet this federal requirement for safety, thus, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the land acquisition costs of parcels 6 through 11, 36, 40, 41, 42, 44, 45, 47 through 58, 62, 72, and 74. The costs will include parcel costs, closing costs, and relocation costs.

\* Denotes a non-standard contract/amendment

**Benefit:** Acquiring the land will enhance the safety of airport users by allowing the airport to maintain an obstruction-free approach to the airport.

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

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

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

**Cost Reduction:** The 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:** 49242.

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

Contract (2007-0639) between MDOT and the City of Ewart will provide federal and state grant funds for the performance of an approach survey for runway 24, for clearing and threshold relocation, for the performance of a Part 405 survey, for the design of a terminal building, and for airport crack sealing and paint marking at the Ewart Municipal Airport in Ewart, 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 \$187,500. Source of Funds: FAA Funds (via block grant) - \$150,000; State Bond Funds - \$32,812; City of Ewart Funds - \$4,688.

**Criticality:** This project will enhance airport safety and capacity for aeronautical activity. It is mandated by the FAA for operational safety reasons and cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of an approach survey on runway 24, clearing and threshold relocation, the performance of a Part 405 survey, the development of engineering plans for a new terminal building, and airport crack sealing and paint marking.

**Benefit:** Will enhance the safety of the airport. The engineering services 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 Ewart Funds.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49631.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Taxiway Connector  
Contract (2007-0640) between MDOT and the County of Oakland will provide federal and state grant funds for the rehabilitation of the taxiway connector at the Oakland/Southwest Airport in New Hudson, 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 \$69,000. Source of Funds: FAA Funds (via block grant) - \$55,200; State Bond Funds - \$12,075; Oakland County Funds - \$1,725.

**Criticality:** The airport inspector has threatened to close the taxiway due to the very poor condition of the pavement, which would literally close the airport since there is no other way to access the runway from the hangar and terminal area. There are approximately 102 based aircraft at the Oakland/Southwest Airport, which shows the level of use of this airport. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of the possible airport shutdown.

**Purpose/Business Case:** To provide for the rehabilitation of the taxiway connector.

**Benefit:** Will allow the airport to remain open and will extend the useful life of the taxiway pavement.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation at an existing facility.

**Zip Code:** 48327.

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

Contract (2007-0641) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the construction of a materials (sand) storage building, the purchase of an aircraft rescue and firefighting (ARFF) vehicle, and for the design of airfield lighting and signage improvements, an emergency alarm system in the ARFF building, and concrete joint repair and slab replacement for the runway and taxiway (phase II) at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 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 \$1,551,000. Source of Funds: FAA Funds - \$1,473,450; State Bond Funds - \$38,775; Marquette County Funds - \$38,775.

**Criticality:** Currently the sand is stored off-site, which reduces safety and maintenance coverage of airport property when personnel have to travel off-site to get product to maintain the runways. Due to the Upper Peninsula's short construction season, it is critical this project move forward at this time. The ARFF vehicle contains tri-agent capabilities that will increase safety at the airport by more efficiently extinguishing fires and will significantly reduce damage to aircraft electrical components. Postponement of the order for this equipment would delay essential emergency service to the airport. Delay in the airfield lighting and signage improvements project, the design of the emergency alarm system in the ARFF building, and the design of the concrete joint repair and slab replacement on the runway and taxiway would delay the bidding and construction of these projects, which would delay the safety improvements. All of these projects increase safety margins for aeronautical activity at the airport and thus cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the construction of a materials (sand) storage building, the purchase of an ARFF vehicle, the design of airfield lighting and signage improvements, an emergency alarm system in the ARFF building, and concrete joint repair and slab replacement for the runway and taxiway (phase II).

**Benefit:** Construction of the (sand) material storage building will allow continual coverage of airport property by safety/maintenance workers. The ARFF vehicle will provide safety protection for the airfield and is an FAA requirement, as is the alarm in the ARFF building. The joint repair on the runway is necessary to keep the runway surface up to FAA standards. The airfield lighting and signage improvements will enhance airport safety.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% Marquette County Funds.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The material storage building and ARFF vehicle were locally let and awarded to the lowest bidder. All consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49841.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Entrance Road, Purchase of Equipment, Land Acquisition

Contract (2007-0642) between MDOT and the Houghton County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (material spreader), for the design for the rehabilitation and relocation of the entrance road, and for assistance in tabulating locations and acquiring land appraisals for property previously purchased at the Houghton County Memorial Airport in Hancock, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 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 \$695,000. Source of Funds: FAA Funds - \$660,250; State Bond Funds - \$17,375; Houghton County Funds - \$17,375.

**Criticality:** The snow removal equipment needs to be ordered now to ensure that the spreader is delivered for use during the winter season. Delivery takes approximately four to six months. This equipment is essential in maintaining safe winter access to this commercial carrier airport. Field surveys and wetland delineation are necessary for the entrance road rehabilitation and relocation design. These tasks must be performed during the growing season to properly identify and flag the wetland vegetation. The land inventory/appraisals cost analysis is necessary to determine federal grant reimbursement fees to the airport for previously purchased land, which in turn can be used as the airport's local share match on projects. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of the need to complete the work items before the winter season.

**Purpose/Business Case:** To provide for the purchase of snow removal equipment (material spreader), for the design for the rehabilitation and relocation of the entrance road, and for the performance of land inventory/appraisal reimbursement costs analysis.

**Benefit:** The snow removal equipment will allow the airport to operate safely, to remove snow efficiently, and to remain open regardless of the season. The design of the entrance road rehabilitation and relocation will provide a design that will meet all federal and state safety and airport design standards. The land inventory/appraisal cost analysis will determine fees, which will be reimbursed to the airport sponsor (through a federal grant) for property acquired for the protection of the runway safety areas.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% Houghton County Funds.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions. The snow removal equipment was let locally and awarded to the lowest bidder. There were two bidders.

**Selection:** N/A.

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

**Zip Code:** 49913.

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

Contract (2007-0643) between MDOT and the Gogebic County Board of Commissioners will provide federal and state grant funds for the design and construction of a hangar taxiway and site preparation, for the preparation of a concept budget report for a new commercial service terminal building, and for airport crack sealing at the Gogebic-Iron County Airport in Ironwood, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 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 \$185,000. Source of Funds: FAA Funds (via block grant) - \$148,000; State Bond Funds - \$32,375; Gogebic County Funds - \$4,625.

**Criticality:** The hangar taxiway and site preparation project will enhance safe aeronautical operations by creating the infrastructure for potential tenants to build hangars at the airport for safe storage of their aircraft. All existing hangar space is rented out, and the airport has a waiting list of potential tenants who will construct hangars on the airfield and relocate to the facility once the airport provides the necessary sitework improvements. Parking aircraft inside a hangar is critical for safety in harsh winter climates. The extreme cold and heavy snows can impact the ability of the aircraft to mechanically and physically perform to the levels needed for safe flights. Inside storage can prevent snow and ice damage to the aircraft and provide a warmer environment to aid engine performance. The concept budget report will evaluate the existing airport terminal building, identify needs, and provide recommendations for rehabilitation and/or future terminal expansion. The airport crack sealing will extend the life of the pavements, reduce future repairs and costly rehabilitation, and enhance airport safety. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of safety issues.

**Purpose/Business Case:** To provide for the design and construction of a hangar taxiway and site preparation, the preparation of a concept budget report for a new commercial service terminal building, and airport crack sealing.

**Benefit:** Will enhance airport safety.

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

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

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

\* Denotes a non-standard contract/amendment

**Cost Reduction:** The construction project was locally let, with four bidders responding. The project will be awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49938.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Terminal Building

Contract (2007-0644) between MDOT and the Township of Bois Blanc will provide federal and state grant funds for the construction of a terminal building at the Bois Blanc Island Airport in Pointe Aux Pins, 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 \$187,500. Source of Funds: FAA Funds (via block grant) - \$150,000; State Bond Funds - \$32,812; Township of Bois Blanc Funds - \$4,688.

**Criticality:** Construction of the terminal building on Bois Blanc Island is critical as there is no existing terminal building. Air travel is the primary means of transportation to the mainland for island residents, especially in the winter months. The terminal will be used by pilots for pre-flight briefing and to open and close flight plans. Additionally, it will provide safety and shelter for pilots and passengers preparing for/returning on flights. Part of this project involves the relocation and burying of an overhead power line, which will result in increased operational safety and will bring the airport into compliance with state inspection requirements. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of the limited construction season on this northern Michigan island.

**Purpose/Business Case:** To provide for the construction of a terminal building.

**Benefit:** Will provide for the needs of the airport.

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

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

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

**Cost Reduction:** This construction project construction was competitively bid through the local let process.

**Selection:** N/A.

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

**Zip Code:** 49775.

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

Authorization Revision (55066-87645-1) under Master Agreement (94-1046), dated September 1, 1994, between MDOT and Wisconsin Central, Ltd. (Wisconsin Central), will increase the authorization amount by \$89,650 to provide for additional material costs required to address overlapping circuitry with a number of nearby grade crossings. The original authorization amount of \$225,000 was based on a field estimate for the installation of flashing-light signals and half-roadway gates at the grade crossing of 19<sup>th</sup> Avenue in the city of Menominee, Menominee County, Michigan. After completing the preliminary engineering work, Wisconsin Central provided a detailed estimate that includes the needed additional material costs. The revised authorization amount will be \$314,650. Source of Funds: Federal Highway Administration Funds - \$157,325; FY 2006 State Restricted Trunkline Funds - \$157,325.

**Criticality:** In November 2005, members of a review team determined that lights and gates needed to be installed at the crossing to provide appropriate warning for motorists. The crossing had been the scene of two car-train crashes during the preceding five years. Wisconsin Central is under an administrative order to make the safety enhancements. This increased funding is essential for the railroad to complete the work.

**Purpose/Business Case:** The revised authorization will provide adequate funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 19<sup>th</sup> Avenue in the city of Menominee, Menominee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$157,325; FY 2006 State Restricted Trunkline Funds- \$157,325.

**Commitment Level:** The revised authorization amount is based on Wisconsin Central's preliminary engineering. All costs will be paid on a force account basis.

**Risk Assessment:** The crossing is currently equipped with passive warning devices. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

**Cost Reduction:** The work will be performed by Wisconsin Central on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Wisconsin Central and the City of Menominee.

**Selection:** N/A.

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

**Zip Code:** 49858.

18. \*EXECUTIVE (Office of Research and National Best Practices) - Professional Transportation Consultant Services

Contract (2007-0541) between MDOT and CTC & Associates, LLC (CTC), will provide for the performance of as-needed consulting, marketing, writing, and project management services for MDOT's Office of Research and National Best Practices (ORNBP). CTC will develop various types of print media, conduct a peer exchange, create and perform surveys, and develop a strategic plan, an annual report, and a research program for 2007 and 2008. The contract will be in effect from the date of award through 14 months. The contract amount will be \$131,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** All state departments of transportation (DOT) are required to hold peer review activities every three to five years pursuant to 23 CFR 420 Subpart B. MDOT has not held a peer review since 1999. If MDOT does not fulfill the requirement this year, the Federal Highway Administration could take authority over Michigan's State Planning and Research, Part II, Program. MDOT does not have the staff, skills, or ability to complete the peer review without the expertise of CTC. Because the peer review is scheduled for early fall, this item cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** ORNBP was formed in 2005 to deliver information to all transportation-related organizations in Michigan, to distribute funding across all modes of transportation, and to gather research information regionally and nationally to be utilized in Michigan. Previously, MDOT's research activities were performed by various decentralized units. ORNBP will be responsible for communicating MDOT's research processes and findings to internal and external stakeholders. CTC will assist ORNBP with the federally-required peer exchange, develop communications, revise MDOT's Research Administration Manual, develop ORNBP's strategic plan, revise the annual reporting process, and refine MDOT's Call for Projects process as part of the preparation for the peer review.

**Benefit:** CTC is a leader in research in the transportation industry. It assists other state DOT research offices with peer reviews, which improves communications and marketing strategies, and institutes cost saving measures for reporting required by the federal government while improving working relationships and attitudes toward DOT research programs. CTC's efforts with other state DOTs have been viewed positively by all transportation partners. CTC's efforts will create an effective research program that can be implemented in Michigan at an accelerated rate, which will result in significant cost savings for Michigan.

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

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** Failure to approve this contract could result in ORNBP's inability to meet the federal requirement to conduct the peer review. Additionally, ORNBP does not have the staff hours to accomplish the office goals prior to the peer review. The establishment of this new office requires the development of a strategic plan that parallels MDOT's new strategic plan, the revision of processes, and the revision of the Research Administration Manual.

**Cost Reduction:** Costs are based on a fixed hourly rate plus actual expenses and will not exceed the contract maximum amount.

**Selection:** Low bid.

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

**Zip Code:** 48933.

19. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2000-1010/A7) between MDOT and The Corradino Group of Michigan, Inc., will provide for the performance of additional services to complete the analysis and data collection for the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) and will increase the contract amount by \$325,747. The additional services will include the recalculation of a substantial body of the analysis information and related impact data associated with the Preferred Alternative due to the necessity for a new lift forecast and reduced footprint for the Canadian Pacific Railway at the Livernois-Junction Yard. The footprint Canadian Pacific Railway desires to occupy is smaller than was originally planned for in the Preferred Alternative. The original contract provides for the performance of a feasibility study for the Detroit Intermodal Freight Terminal (DIFT) (CS 82900 - JN 49860). The contract term is February 5, 2001, through December 1, 2008. The revised contract amount will be \$7,574,141.02. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** If this amendment is not approved at this time, the consultant will have to stop work on this project, and key meetings with railroad partners, businesses, and local citizens will be canceled and schedules delayed. Project momentum would be lost. The railroads could consider other options, possibly outside Michigan, for investing their funds, which could result in the loss of potential economic benefits.

**Purpose/Business Case:** The purpose of the DIFT project is to support the economic competitiveness of Southeast Michigan and the state by improving intermodal freight opportunities and efficiencies. The goal of the project is to develop a regional facility (or facilities) with sufficient capacity to handle current and future intermodal freight shipments for business and industry. The project is expected to promote the economic growth of Michigan while reducing regional truck traffic and air pollution and buffering nearby neighborhoods through improvements to control noise, reduce dust, and enhance the appearance of the areas. This amendment is required for the performance of additional work to update the environmental documents to reflect recent changes to the rail yard requested by the participating railroads.

**Benefit:** This amendment will provide for additional services required to complete the analysis and data collection for the FEIS and the ROD and allow the development of a regional intermodal facility with sufficient capacity to meet existing and future demand. The completion of the environmental documents for the DIFT and the subsequent federal approval will allow MDOT to move forward to the development and construction phase of the DIFT project. The DIFT project is a public/private partnership with the railroads funding approximately 50 percent of the estimated cost and government funding the other 50 percent.

**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 amendment is not approved and the services are not completed, the opportunity to make needed improvements for the planning of the intermodal facility for Metropolitan Detroit could be lost.

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

**Selection:** N/A for amendment; qualifications-based for original contract.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48209.

20. HIGHWAYS - IDS University Research Services

Authorization Revision (Z6/R1) under Contract (2002-0546) between MDOT and Michigan State University will extend the authorization term by approximately eight months to provide sufficient time for the university to complete the research services. Additional time is needed to develop an improved method for estimating transition probabilities which would enhance the performance of the Bridge Management System (BMS). The original authorization provides for the enhancement of Michigan's BMS using Pontis software and Michigan-specific elements. The revised authorization term will be August 8, 2005, through March 31, 2008. The authorization amount remains unchanged at \$150,245. The contract term is September 12, 2003, through September 12, 2006, 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:** It is critical that MDOT maintain its network of bridges and make optimal use of limited bridge funding. At the heart of the BMS is modeling the deterioration of bridge elements over time. MDOT needs this project to better understand modeling of deterioration and to properly calibrate its BMS. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To extend the authorization term by approximately eight months to provide sufficient time for the university to complete the research services. Additional time is needed to develop an improved method for estimating transition probabilities to enhance the performance of the BMS.

**Benefit:** Will allow MDOT to fully calibrate the BMS and provide useful information for improvements as soon as possible, making the best use of bridge funds.

**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 project is not completed now, the final calibration and use of MDOT's BMS will be delayed and MDOT's ability to make the best use of bridge funds will be limited.

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

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

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

**Zip Code:** 48909.

21. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z6/R1) under Contract (2005-0109) between MDOT and CH2M Hill Michigan, Inc., will provide for the performance of additional services and will increase the authorization amount by \$52,183.23. The additional services will include design services for the reconstruction of a failing retaining wall located within the project limits. The original authorization provides for design and survey services to be performed for the rehabilitation of M-1 (Woodward Avenue) from Tuxedo Avenue to I-94 in the city of Detroit, Wayne County (CS 82131 - JN 79673C). The authorization term remains unchanged, April 8, 2005, through April 8, 2008. The revised authorization amount will be \$521,696.27. The contract term is April 8, 2005, through April 8, 2008. Source of Funds: 81.85 % Federal Highway Administration Funds and 18.15% State Restricted Highway Funds.

**Criticality:** Rehabilitation and reconstruction of the failing retaining wall will maintain the integrity and improve the safety of the wall. For this reason, 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 design services for the reconstruction of a failing retaining wall located within the project limits.

**Benefit:** Will provide for the design for the rehabilitation and reconstruction of the failing retaining wall.

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

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

**Risk Assessment:** If this revision is not approved and the services are not performed, the retaining wall will continue to deteriorate and safety risks will continue to increase.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48209.

## 22. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0125/A1) between MDOT and Northwest Design Group, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z3). (See following item.) The additional time is needed because the service completion date for authorization (Z3) is beyond the expiration date of April 5, 2008. The original contract provides for engineering services to be performed on an as needed/when basis. No new authorizations will be issued under this contract. The revised contract term will be April 5, 2005, through April 4, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The contract needs to be extended so that authorization (Z3) can be extended. Authorization (Z3) provides for the design of a replacement bridge, including the replacement of a failing embankment. If the bridge and embankment are not replaced, they will continue to deteriorate, safety risks will continue to increase, and additional maintenance funds could be required to keep the road open. As a result, this amendment cannot be deferred to an October 2007 or later agenda.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z3). No new authorizations will be issued under this contract.

**Benefit:** Will allow work under authorizations issued under this contract to be completed.

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

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

**Risk Assessment:** If this amendment is not approved and the services under authorization (Z3) are not completed, the consultant will not be able to complete the project work and there could be a catastrophic failure of the fill over the ravine, which could necessitate the closure of a portion of M-119.

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

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

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

**Zip Code:** 48909.

23. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2005-0125) between MDOT and Northwest Design Group, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services work. This was the only contract in place when this project was selected. The original authorization provides for the development of plans for the removal of an unstable earthen fill, the design for the replacement of the existing bridge with a new wooden arch bridge, and the plans for the associated approach work along M-119 in Emmet County (CS 24051 - JN 57152C). The revised authorization term will be May 18, 2007, through April 4, 2009. The authorization amount remains unchanged at \$232,495.73. The contract term is April 5, 2005, through April 4, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The service completion date is beyond the current expiration date of April 5, 2008. The authorization is for the design of a replacement bridge, including the replacement of a failing embankment. If the bridge and embankment are not replaced, they will continue to deteriorate, safety risks will continue to increase, and additional maintenance funds could be required to keep the road open. As a result, this revision cannot be deferred to an October 2007 or later agenda.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the design for the replacement of the timber bridge and the replacement of the failing embankment along M-119 in Emmet County.

**Benefit:** Will allow the design services under this authorization to be completed.

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

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

**Risk Assessment:** If this revision is not approved and the services are not completed, the consultant will not be able to complete the project work and there could be a catastrophic failure of the fill over the ravine, which could necessitate the closure of a portion of M-119.

**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:** 49723.

24. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z11/R1) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for the performance of additional design services to include Americans with Disabilities Act (ADA) requirements for the US-24 business route (BR) (Cass Avenue) from Cesar E. Chavez Avenue to the Wide Track Loop in the city of Pontiac and will increase the authorization amount by \$204,230.16. The work items include preparing marked final right-of-way (ROW) plans, performing additional survey services at locations requiring grading permits and/or easements, and closing driveway approaches. The Federal Highway Administration (FHWA) required ADA compliance after the construction project was let. The original authorization provides for the performance of design services for the rehabilitation of the US-24 BR (Cass Avenue) for 1.183 miles from Cesar E. Chavez Avenue to the Wide Track Loop in the city of Pontiac, Oakland County (CS 63152 - JN 72403C). The authorization term remains unchanged, May 23, 2006, through May 4, 2008. The revised authorization amount will be \$371,559.05. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Additional ROW and design services are required to produce approved FHWA design plans and documents. The FHWA has mandated that MDOT redesign existing pedestrian ramps along the corridor to comply with the ADA. 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 design services to include ADA requirements for the US-24 business route (Cass Avenue) from Cesar E. Chavez Avenue to the Wide Track Loop in the city of Pontiac, Oakland County. The work items include preparing marked final ROW plans, performing additional survey services at locations requiring grading permits and/or easements, and closing driveway approaches.

**Benefit:** Will comply with ADA requirements and provide a safer pedestrian route.

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

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

**Risk Assessment:** If the revision is not approved, MDOT will not be in compliance with ADA requirements.

**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 and for original authorization.

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

**Zip Code:** 48342.

25. \*HIGHWAYS – Novation

Amendatory Contract (2006-0284/A1) between MDOT, Richard H. Kraft Engineering, Inc., and Kraft Engineering and Surveying, Inc., will provide for the reassignment of contract and authorization responsibilities for the indefinite delivery of services (IDS) contract and all authorizations issued under it from Richard H. Kraft Engineering, Inc., to Kraft Engineering and Surveying, Inc. The reassignment is needed due to the addition of two new principle shareholders. The original contract provides for professional services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract term remains unchanged, April 19, 2006, through April 18, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Criticality:** Approval of this amendment is critical to ensure that services performed under the IDS contract are continued and reflect the consultant's correct legal name, allowing payments to be issued correctly. Therefore, this amendment cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities for professional services performed on an as needed/when needed basis.

**Benefit:** Will provide for the reassignment of responsibilities for the IDS contract and all authorizations issued under it to the appropriate consultant.

**Funding Source:** Federal, Restricted State, 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 approve this amendment will impact the performance of and payment for services for authorizations under this contract.

**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 amendments and for original IDS contract.

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

**Zip Code:** 48909.

26. 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) at M-10 intersection in the cities of Southfield and Detroit in the Metro Region (CS 82142 - JN 896860). 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, 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 expenditures in the future for the study, plan redevelopment, and retrofitting of the deck replacement in this area. This project is tied to a design project that is currently in the selection process. The request for proposal (RFP) for that project uses the information from this small project for the design work, which accounts for about 30 percent of the work in the RFP. After the project is designed, it will go to construction in 2009. If this project is delayed, the larger project may be delayed or have to be revised and retrofitted at a later date. 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 the 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 retrofit 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 retrofitting improvements later.

**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.

27. HIGHWAYS - IDS University Research Services

Authorization (Z7) under Contract (2006-0411) between MDOT and Michigan State University will provide for a study of the effects of debonded strands on the production and performance of prestressed concrete beams. The authorization will be in effect from the date of award through two years. The authorization amount will be \$199,740. 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:** The service life of pretensioned concrete members is reduced because of cracking in the debonded zones. Understanding is needed of the processes that cause pretensioned concrete member cracking in regions containing debonding of strands. No guidance exists on manufacturing practice, debonded length limits, reinforcement within unbonded zone, layout, or cutting sequence. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for a study of the effects of debonded strands on the production and performance of prestressed concrete beams.

**Benefit:** This project will lead to the development of manufacturing and design recommendations for the use of debonded strands in pretensioned members, based on a sound understanding of the effects of debonded strands. The knowledge gained will be of immediate value to MDOT, fabricators, and designers.

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

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

**Risk Assessment:** Failure to approve this project would prevent MDOT from understanding the effects of strand debonding in pretensioned concrete members, and the service life would continue to be reduced by cracking at the beam ends.

**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.

28. HIGHWAYS - IDS University Research Services

Authorization (Z10) under Contract (2006-0414) between MDOT and Michigan Technological University will provide for a study of the impact of hydrated cement paste and the entrained air-void system on the durability of concrete. The authorization will be in effect from the date of award through three years. The authorization amount will be \$304,826.44. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Problems with freeze-thaw damage to Portland cement concrete have been identified in the field, warranting a study to re-examine the existing relationships between freeze-thaw durability and the quality of the hydrated cement paste. Deferring this project until October 2007 could result in the loss of FY 2007 State Planning and Research Part II federal funds.

**Purpose/Business Case:** To provide for a study of the impact of hydrated cement paste and the entrained air-void system on the durability of concrete.

**Benefit:** Will provide MDOT with necessary guidance toward improving the freeze-thaw durability of Portland cement concrete used in Michigan's roads and bridges.

**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, MDOT will have to rely on outdated concrete mix design parameters intended to provide freeze-thaw durability for Portland cement concrete which may not be designed and proportioned for optimum protection against aggressive freeze-thaw attack on Michigan's roads and bridges.

**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 not a new project.

**Zip Code:** 48909.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z24) under Contract (2006-0466) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of design services for the reconstruction of US-23 from Black River Road south to Everett Road in Alcona and Haynes Townships, Alcona County (CS 01052 - JN 79387C). The work items include a design survey, a drainage study, traffic signal plans, pavement marking plans, permanent signing plans, and right-of-way (ROW) plans. The project length is 4.9 miles. The authorization will be in effect from the date of award through July 11, 2009. The authorization amount will be \$248,943.29. The contract term is July 12, 2006, through July 11, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** This project is part of the Five Year Plan and is not eligible for capital preventive maintenance funding. If this project is not approved, construction may not occur due to yearly budget constraints, and rehabilitation of this roadway would not proceed. 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 design services for the reconstruction of US-23 from Black River Road south to Everett Road in Alcona and Haynes Townships, Alcona County (CS 01052 - JN 79387C). The work items include a design survey, a drainage study, traffic signal plans, pavement marking plans, permanent signing plans, and ROW plans. The project length is 4.9 miles.

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

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

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

**Risk Assessment:** If this contract is not approved, it could be necessary to perform alternate repairs and additional maintenance, which could result in traffic disruptions, increased costs, and user delays.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48721.

30. \*HIGHWAYS - Design Consultant Services

Contract (2006-0634) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of design services for the reconstruction of M-85 from Springwells Street to Clark Street in the city of Detroit, Wayne County (CS 82073 - JN 87146C). The work items include design surveys, base plans, right-of-way plans, pump station plans, traffic control plans, permanent pavement marking plans, a drainage study, municipal utility plans, and freeway and non-freeway signing plans. The project length is 1.75 miles. The contract will be in effect from the date of award through June 1, 2012. The contract amount will be \$2,299,828.27. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Detroit (Act 51) Funds.

\* Denotes a non-standard contract/amendment

**Criticality:** Although this project is not to be let until 2012, it is anticipated that it will include extensive utility relocations. Due to conflicts on this project and an adjacent project, it is MDOT's intent to begin the design work as soon as possible to identify all utility conflicts to allow for the maximum amount of time to facilitate the relocations. Delay in receiving the approval for this contract would complicate the design of this corridor, as the utility impacts encountered will affect both projects. 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 reconstruction of M-85 from Springwells Street to Clark Street in the city of Detroit, Wayne County (CS 82073 - JN 87146C). The project length is 1.75 miles.

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

**Funding Source:** 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Detroit (Act 51) Funds.

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

**Risk Assessment:** If this contract is not approved, it could be necessary to perform alternate repairs and additional maintenance, which could result in traffic disruptions, increased costs, and user delays.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48075.

31. HIGHWAYS - Participation for Local Agency Contract

Contract (2006-5403) between MDOT and the Detroit/Wayne County Port Authority will provide for funding participation in the following improvements:

The performance of pre-construction "construction manager at risk" activities for a public dock and terminal building to be located along the Detroit River at Bates Street in the city of Detroit, Michigan, including the review and evaluation of construction documents during the design phase.

Estimated Funds:

Federal Highway Administration Funds	\$36,000
State Restricted Comprehensive Transportation Funds	\$ 9,000
Detroit/Wayne County Port Authority Funds	\$ 0
Total Funds	<u>\$45,000</u>

HPP 82400 – 74904; Wayne County  
Pre-Construction Activities

**Criticality:** The work for this phase of the "construction manager at risk" process involves pre-construction activities associated with the upcoming construction phase of a public dock and terminal building. Delaying this phase of the project would delay the construction phase and the completion of the project, which is expected to create jobs and promote tourism in the State of Michigan.

**Purpose/Business Case:** To provide for participation in transportation-related activities under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). The performance of pre-construction activities for the new dock and terminal building is to assist the designer in resolving problems, conflicts, defects, or deficiencies identified during the design phase.

**Benefit:** Will provide services to enhance the final design and constructability of a new public dock and terminal building.

**Funding Source:** Federal High Priority Project Funds and State Comprehensive Transportation Funds.

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

\* Denotes a non-standard contract/amendment

**Risk Assessment:** Contract required in order for the local agency to receive these federal funds. If the contract is not approved, an opportunity to improve the design of transportation infrastructure could be lost.

**Cost Reduction:** Bid by the local agency and the vendor selected according to Brooks Act requirements.

**Selection:** Bid by the local agency.

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

**Zip Code:** 48214.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0303) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of design services for the reconstruction of northbound I-275 from I-96 to 6 Mile Road in the city of Livonia, Wayne County (CS 82125 - JN 87946C). The work items include design surveys, a drainage study, traffic signal plans, pavement marking plans, permanent signing plans, and landscape plans. The project length is 1.55 miles. The authorization will be in effect from the date of award through October 3, 2009. The authorization amount will be \$178,822.85. The contract term is October 4, 2006, through October 3, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** This project has been initiated as a Safety Project to reduce confusion and congestion and the resulting accidents within this area. The number of crashes and the pattern of crashes are consistent over the years, indicating that the current pattern is expected to continue if no remedial measures are implemented. As a result, this contract cannot be deferred until an October 2007 or later Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of design services for the reconstruction of northbound I-275 from I-96 to 6 Mile Road in the city of Livonia, Wayne County. The project length is 1.55 miles.

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

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

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

**Risk Assessment:** If this authorization is not approved, it could be necessary to perform alternate repairs and additional maintenance, which could result in traffic disruptions, increased costs, and user delays.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48170.

33. \*HIGHWAYS - Design Consultant Services

Contract (2007-0364) between MDOT and CH2M Hill Michigan, Inc., will provide for the development of a detailed engineering report for the widening and reconstruction of the multi-lane urban freeway consisting of complex interchanges and continuous service roads for I-94 from I-96 to Conner Avenue in the city of Detroit, Wayne County (CS 82024 - JN 32587). The work items include horizontal and vertical alignments, geometrics, utility and drainage impact assessments, right-of-way requirements, Context Sensitive Solutions, constructability reviews, construction staging, maintaining traffic concepts, retaining wall design concepts, railroad engineering, design surveys, and structure studies. The contract will be in effect from the date of award through December 15, 2009. The contract amount will be \$7,535,937.26. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** The I-94 engineering report is the crucial next step in the development of detail plans and in preparing this project to be let for construction. The engineering report will provide accurate project costs and construction staging concepts necessary to program the next phases of the project. If this report is delayed, all subsequent phases of the project will be delayed. This section of I-94 has the highest traffic volumes of any section of I-94 in Michigan and has an above average crash rate related to the inadequate number of ramps, inadequate lengths of ramps, and lack of adequate acceleration-deceleration lanes for merging. The project will address safety concerns, improve local traffic circulation, replace aging bridges, and provide better accommodations for pedestrians and bicyclists. This contract cannot be deferred until an October 2007 or later agenda, as any delays in providing these services will delay and greatly impede the progress of the project.

**Purpose/Business Case:** To provide for the development of a detailed engineering report for the widening and reconstruction of the multi-lane urban freeway consisting of complex interchanges and continuous service roads for I-94 from I-96 to Conner Avenue in the city of Detroit, Wayne County.

**Benefit:** This project addresses a lack of capacity indicated by frequent traffic congestion with stop and go conditions. This section of I-94 has the highest traffic volumes of any section of I-94 in Michigan and has an above average crash rate related to the inadequate number of ramps, inadequate lengths of ramps, and lack of adequate acceleration-deceleration lanes for merging. The project will address safety concerns, improve local traffic circulation, replace aging bridges, and provide better accommodations for pedestrians and bicyclists.

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

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

**Risk Assessment:** If this contract is not approved and the necessary engineering reports are not completed, future construction of this project would be halted. The engineering report is necessary to provide further detail on costs, construction timetables, traffic mobility, and preliminary engineering necessary for future project staging. The I-94 rehabilitation project will provide transportation improvements to 6.7 miles of I-94 (Edsel Ford Freeway) in the city of Detroit from just east of I-96 to east of the Conner Avenue interchange. The improvements will preserve and enhance a vital part of Michigan's transportation infrastructure and will address current and future capacity, safety, and pavement and bridge needs along I-94. In addition, traffic circulation will be enhanced with the separation of local traffic from freeway traffic.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48075.

34. \*HIGHWAYS - Design Consultant Services

Contract (2007-0367) between MDOT and URS Corporation Great Lakes will provide for the development of a detailed engineering report for the widening and reconstruction of and the addition of a high occupancy vehicle (HOV) lane to the multi-lane urban freeway consisting of complex interchanges for I-75 from 12 Mile Road to south of M-59, Oakland County (CS 63174 -JN 88168). This project provides for Phase I of two phases. The work items in Phase I will consist of horizontal and vertical alignments, geometrics, utility and drainage impacts, right-of-way ROW requirements, Context Sensitive Solutions (CSS) constructability, geotechnical investigation and analysis, subsurface utility coordination, structure studies, and a contamination survey. Phase II for the preparation of base plans will be requested at a later date if required. The contract will be in effect from the date of award through June 30, 2009. The contract amount will be \$2,103,999.10. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** This project will reduce congestion on I-75 and within the Metro Region due to the widening and reconstruction for the multi-lane urban freeway, which will include planning and design for Michigan's first HOV lane. The engineering report will advance the design to allow the minimization of impacts within this corridor, which include the reduction of right-of-way impacts, the identification of cost saving measures, the development of realistic maintenance of traffic and the development of individual projects with independent utility for advanced construction. 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 development of a detailed engineering report for the I-75 rehabilitation from 12 Mile Road to south of M-59, Oakland County. This information will aid in reducing the footprint developed in the Environmental Impact Statement (EIS) to minimize direct impacts, allow the development of viable construction alternatives with the least intrusion to the community, and allow MDOT to analyze the potential for any possible independent projects within the corridor.

**Benefit:** Will allow further refinement of the footprint from the EIS and will allow MDOT to make informed decisions in the corridor to develop the construction staging and independent improvements and to prepare the future financing for this project. It will also provide continuing CSS opportunities for stakeholders.

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

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

**Risk Assessment:** If this contract is not approved, the necessary engineering reports may not be able to be completed accurately and to the level of detail necessary for predesign activities. This corridor has been identified as a HOV candidate, and without the necessary engineering report, federal funds could be lost.

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

**Selection:** Qualifications-based.

**New Project Identification:** This is a rehabilitation project with the addition of a HOV lane.

**Zip Code:** 48075.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for the replacement of the pedestrian bridge over I-696, located east of Orchard Lake Road in Oakland County (CS 63101 - JN 56619D). The work items include a topographic survey, a structure study, preliminary plans, and final plans. The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$190,603.88. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** The structure is included in the evacuation plans of a middle school and an elementary school. The structure is without Americans with Disabilities Act (ADA) accessibility and is in poor condition. This structure poses a critical risk to the public and specifically to the schools during an emergency situation. As the result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** The structure is scheduled for total replacement. The structural steel is in poor condition, and the structure is not ADA accessible. It spans I-696 between a middle school and an elementary school and is heavily used by students and those attending sports events. Replacement is necessary because of the substandard underclearance and because it is included in the school system evacuation plans.

**Benefit:** Will provide for a safer pedestrian structure that will aid the school and the public in the event of evacuation.

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

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

**Risk Assessment:** If this authorization is not approved and the pedestrian bridge is not replaced, the existing structure will continue to deteriorate and the risk of injuries will continue to increase.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48334.

36. \*HIGHWAYS - Construction Engineering Services

Contract (2007-0556) between MDOT and URS Corporation Great Lakes will provide for the performance of as-needed construction engineering services for the Gateway Project (Bagley Avenue pedestrian bridge 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 Bagley pedestrian bridge is a cable stayed bridge that will be located next to Mexicantown and the new welcome center. 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 \$1,199,817.61. 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 this job is completed, cars and trucks will no longer be forced onto local roads but 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 (Bagley Avenue pedestrian bridge 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 Bagley pedestrian bridge is a cable stayed bridge that will be located next to Mexican Town and the new welcome center.

**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.

\* Denotes a non-standard contract/amendment

37. HIGHWAYS - Expert Witness Services

Authorization (Z3) under Contract (2007-0578) between MDOT and Employment Research Corporation will provide for expert witness services, including research and investigatory services, to be performed under the direction of the Office of the Attorney General, Transportation Division. The authorization will be in effect from the date of award through June 7, 2010. The authorization amount will be \$29,409.75. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** It is critical that this authorization be approved to assist the Office of the Attorney General, Transportation Division, in providing employment-related expert witness services such as analysis of lost wages, surveys of available jobs, and analysis of plaintiff expert reports and trial testimony. Because of pending litigation, it is imperative that this authorization be approved and processed as soon as possible.

**Purpose/Business Case:** To provide for expert witness and investigatory services to be performed under the direction of the Office of the Attorney General, Transportation Division.

**Benefit:** Will provide services that will result in a lower level of risk to MDOT.

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

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

**Risk Assessment:** If this authorization is not approved, the consultant will not be able to provide investigatory services, which could result in an increased level of risk to MDOT.

**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.

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

**Zip Code:** 48909.

38. HIGHWAYS - IDS Engineering Services

Contract (2007-0624) between MDOT and P & F Associates, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$50,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Criticality:** Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

39. HIGHWAYS - IDS Engineering Services

Contract (2007-0630) between MDOT and Figg Bridge Engineers, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Criticality:** Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

40. \*HIGHWAYS - IDS Expert Witness Services

Contract (2007-0631) between MDOT and Rudny & Sallmann Engineering, Ltd., will provide for the performance of various expert witness services, including research and investigatory services and testimony, in the defense of lawsuits filed against MDOT on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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 (IDS) 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. It is imperative that this IDS contract be approved at this time as a work authorization for services related to pending litigation cannot be issued without the prior approval of this IDS contract.

41. HIGHWAYS - Expert Witness Services

Authorization (Z1) under Contract (2007-0631) between MDOT and Rudny & Sallmann Engineering, Ltd., will provide for expert witness services, including analysis of roadway configuration, accident reconstruction, and other investigatory services, to be performed under the direction of the Office of the Attorney General, Transportation Division. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The authorization amount will be \$41,815. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** It is critical that this authorization be approved to assist the Office of the Attorney General, Transportation Division, in providing analysis of roadway configuration, accident reconstruction, and research and analysis of plaintiff expert reports and trial testimony. Because of pending litigation, it is imperative that this authorization be approved and processed as soon as possible.

**Purpose/Business Case:** To provide for expert witness and investigatory services to be performed under the direction of the Office of the Attorney General, Transportation Division.

**Benefit:** Will provide services that will result in a lower level of risk to MDOT.

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

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

**Risk Assessment:** If this authorization is not approved, the consultant will not be able to provide investigatory services, which could result in an increased level of risk to MDOT.

**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.

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

**Zip Code:** 48909.

42. HIGHWAYS - IDS Engineering Services

Contract (2007-0635) between MDOT and Northwest Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Criticality:** Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

43. HIGHWAYS - IDS Engineering Services

Contract (2007-0638) between MDOT and Graef Anhalt Schloemer & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Criticality:** Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

44. \*HIGHWAYS - Engineering Services

Contract (2007-0646) between MDOT and HNTB Michigan, Inc., will provide for the performance of as-needed design services during construction for I-75 and I-96 from West Grand Boulevard to the Conrail overpass (Ambassador Bridge/Gateway Project), including the Bagley Avenue cable stay pedestrian bridge, in Wayne County (CSs various – JN 37795A). The services include resolving design issues to meet field conditions; attending pre- and post-construction meetings; reviewing shop drawings; providing field installation, monitoring, and adjustment of tuned mass damper and aesthetic lighting; reviewing mockups; and providing public relations services. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$1,312,417.15. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** It is critical that this contract be approved at this time to allow as-needed design services to be performed. The project was let on June 8, 2007; due to the expedited project schedule, the services are needed promptly. If this contract is not approved, the complicated and lengthy construction schedule for the Ambassador Bridge/Gateway Project, which includes a direct connection between the Ambassador Bridge and I-75/I-96 and the reconstruction of those freeways, could be jeopardized. The Ambassador Bridge plaza expansion projects funded by the U.S. General Services Administration and by the Detroit International Bridge Company could also be delayed.

**Purpose/Business Case:** To provide for the performance of as-needed design assistance services during construction to resolve any problems that may arise during construction. The consultant will modify the staging plans to meet any MDOT-approved construction schedule revisions made by the contractor, develop plan revisions to incorporate any unforeseen field conditions, and verify substitutions or changes made by the contractor.

**Benefit:** Will provide necessary design services during construction for this complex construction project, including the resolution of any unforeseen construction issues.

**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.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If this contract is not approved, the ability to provide timely design assistance services for problems that may occur during the construction of this project could be jeopardized.

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

**Selection:** N/A.

**New Project Identification:** The Bagley Avenue cable stay pedestrian bridge component is for new construction; the remaining services are for rehabilitation work.

**Zip Code:** 48075.

45. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2007-5217) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Rehabilitation work along East Lake Road from Greene Road southerly approximately 0.5 miles, including drainage improvement, aggregate surface, and subgrade strengthening work.

Estimated Funds:

Federal Highway Administration Funds	\$71,800
Mackinac County Road Commission Funds	<u>\$18,000</u>
Total Funds	<u>\$89,800</u>

STL 49055 - 84627

Local Force Account

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

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

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

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

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

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

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

**Selection:** N/A.

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

**Zip Code:** 49760.

46. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2007-5219) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Horizontal curve relocation work along Simmons Road from approximately 2.85 miles north of St. Ignace Road northerly and easterly 0.5 miles, including obliterating old roadway, ditching, embankment, aggregate surface course, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$65,500
Mackinac County Road Commission Funds	<u>\$16,400</u>
Total Funds	<u>\$81,900</u>

STH 49609 - 84974  
 Local Force Account

**Criticality:** This project will improve the visibility of oncoming traffic and enhance the operation of the roadway. Delaying the project could result in forfeiture of federal funding and could adversely affect the safety of motorists.

**Purpose/Business Case:** To relocate horizontal curve to improve safety.

**Benefit:** Increased safety.

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

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

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

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

**Selection:** N/A.

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

**Zip Code:** 49781.

47. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2007-5233) between MDOT and the City of Escanaba will provide for participation in the following improvements:

Traffic signal and pedestrian signal upgrading work at the following locations:

Ludington Street from 10<sup>th</sup> Street to Stephenson Avenue  
 Stephenson Avenue at 3<sup>rd</sup> Avenue  
 12<sup>th</sup> Avenue at Washington Avenue  
 Danforth Road at 30<sup>th</sup> Street

Estimated Funds:

Federal Highway Administration Funds	\$39,300
City of Escanaba Funds	<u>\$ 9,800</u>
Total Funds	<u>\$49,100</u>

STH 21609 – 87614; Delta County  
 Local Force Account

\* Denotes a non-standard contract/amendment

**Criticality:** This project will improve vehicular and pedestrian traffic movement at signalized intersections. Delaying the project could result in forfeiture of federal funding and could adversely affect the safety of pedestrians and motorists.

**Purpose/Business Case:** To upgrade the existing traffic signal system.

**Benefit:** Improved intersection operation and safety.

**Funding Source:** Federal Surface Transportation Program Funds and City of Escanaba Funds.

**Commitment Level:** 80% federal; 20% City of Escanaba.

**Risk Assessment:** Contract required in order for the City to receive these federal funds.

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

**Selection:** N/A.

**New Project Identification:** Improvement of existing traffic signal system.

**Zip Code:** 49829.

48. HIGHWAYS - Participation for Traffic Signal Study

Contract (2007-5237) between MDOT and the City of Benton Harbor will provide for participation in the following improvements:

The performance of a traffic signal timing study for traffic signal optimization and interconnection work along Pipestone Road from Wall Street to Empire Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$40,000
City of Benton Harbor Funds	\$ 0
Total Funds	<u>\$40,000</u>

CMG 11400 – 87673; Berrien County  
Traffic Signal Study by MDOT

**Criticality:** The work for this phase of the project will be performed in conjunction with similar work along the state trunkline right-of-way. Delaying this phase could result in forfeiture of federal funds and could prevent MDOT from billing the City for costs in excess of \$40,000.

**Purpose/Business Case:** To allow MDOT to perform the work for the project and to bill the City for the costs of the project over \$40,000 should the actual cost of the project exceed the estimated cost of the project.

**Benefit:** Project can move forward and funds from the Federal Congestion Mitigation and Air Quality Program can be expended.

**Funding Source:** Federal Congestion Mitigation and Air Quality Funds.

**Commitment Level:** 100% federal up to \$40,000; based on estimate.

**Risk Assessment:** MDOT would not be able to collect from the local agency for project costs over \$40,000 if the actual cost of the project exceeds the estimated cost of the project.

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

**Selection:** Qualifications-based selection of consultant hired by MDOT to perform the study.

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

**Zip Code:** 49022.

49. HIGHWAYS - Participation for Traffic Signal Study  
 Contract (2007-5238) between MDOT and the Berrien County Road Commission will provide for participation in the following improvements:

PART A

The performance of a traffic signal timing study for traffic signal optimization and interconnection work along Napier Avenue from Highway I-94 to Langley Avenue.

PART B

The performance of a traffic signal timing study for traffic signal optimization and interconnection work along Pipestone Road from Meadowbrook Road to Highway M-129.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$56,000	\$24,000	\$80,000
Berrien County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$56,000</u>	<u>\$24,000</u>	<u>\$80,000</u>

CMG 11400 – 87670 & 87671  
 Traffic Signal Study by MDOT

**Criticality:** The work for this phase of the project will be performed in conjunction with similar work along the state trunkline right-of-way. Delaying this phase could result in forfeiture of federal funds and could prevent MDOT from billing the County for costs in excess of \$56,000 for Part A and \$24,000 for Part B.

**Purpose/Business Case:** To allow MDOT to perform the work for the project and bill the County for the costs of the project above \$56,000 for Part A and \$24,000 for Part B should the actual costs exceed the estimated costs.

**Benefit:** Project can move forward and funds from the Federal Congestion Mitigation and Air Quality Program can be expended.

**Funding Source:** Federal Congestion Mitigation and Air Quality Funds.

**Commitment Level:** 100% federal up to \$56,000 for Part A; 100% federal up to \$24,000 for Part B; based on estimate.

**Risk Assessment:** MDOT will not be able to collect from the local agency for project costs over \$56,000 for Part A and \$24,000 for Part B if the actual costs exceed the estimated costs.

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

**Selection:** Qualifications-based selection of consultant hired by MDOT to perform the study.

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

**Zip Code:** 49022.

50. HIGHWAYS - Participation for Local Agency Utility Relocation  
 Contract (2007-5244) between MDOT and the Road Commission for Oakland County will provide for participation in the following improvements:

Utility relocation work for roundabout work at the intersection of Maple Road and Farmington Road and at the intersection of Maple Road and Drake Road.

Estimated Funds:

Federal Highway Administration Funds	\$732,150
Road Commission for Oakland County Funds	<u>\$244,050</u>
Total Funds	<u>\$976,200</u>

ST 63459 – 83738Z  
 Utility Relocation

**Criticality:** Existing utilities will be moved under this phase of the project so that they are not in conflict with the upcoming construction phase of the project. Delaying this phase of the project would delay the construction phase of the project, which is scheduled for a July 2007 letting.

**Purpose/Business Case:** To relocate utilities out of the way of the proposed roadway construction work.

**Benefit:** Will provide for relocation of utilities so that they will not be in conflict with the proposed roadway construction.

**Funding Source:** Federal Surface Transportation Funds and Road Commission for Oakland County Funds.

**Commitment Level:** 75% federal, 25% Road Commission for Oakland County.

**Risk Assessment:** Contract required in order for County to receive these federal funds. Without funding, utility relocation and subsequent construction of the project will not occur.

**Cost Reduction:** Utility facilities are owned by DTE Energy, and relocation work is to be performed by DTE Energy. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Relocation of existing utility facilities.

**Zip Code:** 48387.

51. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2007-5252) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements utilizing Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category D Funds:

Hot mix asphalt paving work along Airport Road from Winsock Lane westerly approximately 0.61 miles, including crushing and shaping, aggregate shoulder, culvert, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds (TED)	\$70,200
Gogebic County Road Commission Funds	<u>\$17,500</u>
Total Funds	<u>\$87,700</u>

EDDF 27555 - 73537  
 Local Force Account

\* Denotes a non-standard contract/amendment

**Criticality:** The funding, in conjunction with this project, is being used to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities. Delaying this project would adversely affect Michigan's economy.

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

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

**Funding Source:** Federal Equity Bonus Funds and Gogebic County Road Commission Funds.

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

**Risk Assessment:** Possible loss of development opportunities.

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

**Selection:** N/A.

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

**Zip Code:** 49938.

52. HIGHWAYS -Participation for Preliminary Engineering Errors

Contract (2007-5259) between MDOT and TY Lin International will provide for reimbursement by the consultant for extra work required for the replacement and widening of Structure S41 of 82123, which carries the ramp connecting eastbound Highway I-96 to eastbound Highway I-94 over Highway I-96 in the city of Detroit, due to errors and omissions involved in the preparation of design plans.

Estimated Funds:

TY Lin International Funds	<u>\$201,775.50</u>
Total Funds	<u>\$201,775.50</u>

BHI 82123; Wayne County  
Redesign

**Criticality:** The consultant wishes to repay MDOT for design errors. Delay could result in the loss of repayment.

**Purpose/Business Case:** To provide for reparations by the consultant for additional costs required for the completion of the Improve/Expand trunkline construction project.

**Benefit:** Will provide for the consultant to reimburse MDOT for the costs of additional work needed to reconstruct the structure to MDOT standards. The additional work was needed because of consultant design errors.

**Funding Source:** TY Lin International.

**Commitment Level:** 100% TY Lin International.

**Risk Assessment:** Agreement needed in order for MDOT to bill the consultant.

**Cost Reduction:** Negotiated price with contractor to be repaid by the consultant.

**Selection:** N/A.

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

**Zip Code:** 48208.

\* Denotes a non-standard contract/amendment

53. HIGHWAYS –Participation in Trunkline Construction Contract  
 Contract (2007-5286) between MDOT and the City of Midland will provide for participation in the following improvements:

Installation of street lighting along the Highway US-10 business route (Eastman Road) between Airport Road and Dilloway Drive.

Estimated Funds:

Federal High Administration Funds	\$156,900
State Restricted Trunkline Funds	\$ 34,800
City of Midland Funds	<u>\$ 4,400</u>
Total Funds	<u>\$196,100</u>

HPP 56061 – 86063C/86063Z; Midland County  
 Force Account Work

**Criticality:** Delaying this contract would prevent MDOT from collecting the City’s share for the project work as required by law.

**Purpose/Business Case:** To collect Act 51 funds from City for MDOT-authorized work.

**Benefit:** Will provide for payment to MDOT for services performed that benefit the City.

**Funding Source:** Federal High Priority Project Funds, State Trunkline and Bridge Construction Funds, and City of Midland Funds.

**Commitment Level:** 80% federal, 17.75% state, and 2.25% city; based on estimate.

**Risk Assessment:** City required by law to pay Act 51 share.

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

**Selection:** N/A.

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

**Zip Code:** 48640.

54. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2007-5289) between MDOT and the Saginaw County Road Commission will provide for participation in the following improvements:

Flashing beacon installation and permanent sign upgrading work at the intersection of Swan Creek Road and Fordney Road.

Estimated Funds:

Federal Highway Administration Funds	\$15,400
Saginaw County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$15,400</u>

HRRR 73609 - 88272  
 Local Force Account

**Criticality:** This project will improve the visibility of the intersection and enhance the operation of traffic. Delaying the project could result in forfeiture of federal funding and adversely affect the safety of the motoring public.

**Purpose/Business Case:** To improve safety.

\* Denotes a non-standard contract/amendment

**Benefit:** Increased safety.  
**Funding Source:** Federal High Risk Rural Roads Funds.  
**Commitment Level:** 100% federal.  
**Risk Assessment:** Contract required in order for the County to receive these federal funds.  
**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.  
**Selection:** N/A.  
**New Project Identification:** Improvement of existing roadway.  
**Zip Code:** 49412.

55. HIGHWAYS - Participation for State Critical Bridge Construction Contract  
 Amendatory Contract (2007-5294) between MDOT and the Genesee County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Local Bridge Program:

PART A

The removal and replacement of structure R01 of 25-12-20, which carries Baldwin Road over the railroad tracks of CSX Transportation, Inc., Sections 27 and 34, T6N, R7E, Grand Blanc Township, Genesee County, Michigan; the reconstruction of the approaches to the structure for approximately 721 feet westerly and 1111 feet easterly of the structure.

PART B

Nameplate installation and steel casing pipe work at structure R01 of 25-12-20, which carries Baldwin Road over the railroad tracks of CSX Transportation, Inc.; sanitary sewer and drainage structure work along Baldwin Road at the intersection of Holly Road and approximately 350 feet east of Holly Road.

The purpose of this amendment is to provide for railroad signal relocation work and the corresponding increase in the Part A portion of the project.

Estimated Funds:

<u>PART A</u>	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$2,105,000	\$117,400	\$2,222,400
State Restricted Trunkline Funds	\$ 394,700	\$ 22,000	\$ 416,700
Genesee County Road Commission Funds	<u>\$ 131,600</u>	<u>\$ 7,400</u>	<u>\$ 139,000</u>
Total Funds	<u>\$2,631,300</u>	<u>\$146,800</u>	<u>\$2,778,100</u>

BRT 25012 - 83865  
 Amendment

**Criticality:** This work is necessary to move railroad signals so that they are not in conflict with bridge and roadway construction. Delaying the railroad work would delay the bridge and roadway construction, which was let in April 2007.

**Purpose/Business Case:** To amend the original contract to provide for railroad signal relocation work that originally was determined to be unnecessary.

**Benefit:** Relocation of railroad signals so that they are not in conflict with bridge and roadway construction.

**Funding Source:** Federal Bridge Replacement and Rehabilitation Program Funds, State Local Bridge Funds, and Genesee County Road Commission Funds.

**Commitment Level:** 80% federal, 15% state, 5% Genesee County for Part A; 100% Genesee County for Part B; based on estimate.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** Without the amendment, the bridge and roadway construction would stop, and additional payment would be owed to the contractor for any delay.

**Cost Reduction:** For amendment, improvements are on railroad property and CSX is doing the work. Estimate reviewed to make sure costs are reasonable and valid. (Original was for low bid.)

**Selection:** N/A for amendment; low bid for original.

**New Project Identification:** Replacement of existing structure.

**Zip Code:** 48442.

56. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2007-5329) between MDOT and the Genesee County Road Commission will provide for participation in the following improvements:

Traffic signal upgrading work at the intersection of Linden Road and Court Street and at the intersection of Genesee Road and Richfield Road.

Estimated Funds:

Federal Highway Administration Funds	\$25,800
Genesee County Road Commission Funds	<u>\$ 6,400</u>
Total Funds	<u>\$32,200</u>

STH 25609 – 80584

Local Force Account

**Criticality:** This project will improve vehicular traffic movement at two signalized intersections. Delaying the project could result in forfeiture of federal funding and could adversely affect the safety of motorists.

**Purpose/Business Case:** To upgrade existing traffic signals.

**Benefit:** Improved intersection operation and safety.

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

**Commitment Level:** 80% federal; 20% Genesee County Road Commission.

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

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

**Selection:** N/A.

**New Project Identification:** Improvement of existing traffic signals.

**Zip Code:** 48506.

57. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2007-5338) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Vertical curve modification work at the intersection of Carlson Road and H-33, including drainage improvements, aggregate surface course work, and subgrade strengthening work.

Estimated Funds:

Federal Highway Administration Funds	\$25,500
Mackinac County Road Commission Funds	<u>\$ 6,400</u>
Total Funds	<u>\$31,900</u>

STH 49609 - 87714  
 Local Force Account

**Criticality:** This project will improve the visibility of oncoming traffic and enhance the operation of the intersection. Delaying the project could result in forfeiture of federal funding and could adversely affect the safety of motorists.

**Purpose/Business Case:** To modify the vertical curve to improve safety.

**Benefit:** Increased safety.

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

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

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

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

**Selection:** N/A.

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

**Zip Code:** 49838.

58.-84. HIGHWAYS – Local Jobs Today Program Loan

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. The loan contracts will be in effect from the date of award through either September 30, 2009, or September 30, 2010, depending on the expected date of availability of future federal aid. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2007, and are being advanced to the fiscal year that began October 1, 2006.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
58.	2007-7250	84397	Chippewa CRC	Hot mix asphalt surfacing work along Tilson Road from H-40 to Highway M-28	\$1,362,484
59.	2007-7251	82841	Calhoun CRC	Hot mix asphalt surfacing work along T Drive South from 22 ½ Mile Road to 20 Mile Road	\$ 400,000
60.	2007-7258	51703	Keweenaw CRC	Hot mix asphalt paving, shoulder, and pavement marking work along Five Mile Point Road from approximately 7 miles north of the Village of Ahmeek to Highway M-26	\$ 280,000
61.	2007-7267	87903	Grand Traverse CRC	Reconstruction and widening work along South Airport Road from Garfield Road to Townline Road	\$ 961,213
62.	2007-7278	89573	City of Owosso	Resurfacing work along South Chestnut Street from Stewart Street to Young Street	\$ 116,000
63.	2007-7299	86492	Monroe CRC	Reconstruction work along Dunbar Road from South Dixie Highway to LaPlaisance Road	\$1,223,750
64.	2007-7299	100557	Monroe CRC	Railroad crossing repair work at the tracks of the Norfolk Southern Railway and Dunbar Road	\$ 66,250
65.	2007-7301	100149	City of Monroe	Concrete paving work along Cooper Street from West Seventh Street to West Front Street	\$ 360,000
66.	2007-7303	84370	City of Muskegon	Reconstruction work along McGraft Park Road from Glenside Boulevard to Addison Street	\$ 197,558
67.	2007-7305	59614	Cheboygan CRC	Rehabilitation work along Black River Road from North Allis Highway to Zolner Road	\$1,196,600

\* Denotes a non-standard contract/amendment

68.	2007-7311	90342	Village of Gaines	Hot mix asphalt resurfacing work along Walnut Street from Park Street to the north village limits	\$ 83,756
69.	2007-7312	83895	City of Saginaw	Reconstruction work along Woodbridge Street from Brockway Street to Houghton Avenue	\$1,600,000
70.	2007-7313	100297	City of Grand Rapids	Reconstruction work along Wealthy Street from Division Avenue to Lafayette Avenue	\$ 751,773
71.	2007-7316	84614	City of Flint	Concrete pavement repair work along Selby Street from Lorado Avenue to approximately 1800 feet north of Pierson Road	\$ 548,831
72.	2007-7320	88361	Branch CRC	Hot mix asphalt resurfacing work along North Willowbrook Road from Highway US-12 to State Road	\$ 246,560
73.	2007-7321	77755	Alcona CRC	Hot mix asphalt resurfacing work along Mt. Maria Road from Ann Street to the Hawes Township north line	\$ 147,700
74.	2007-7321	82748	Alcona CRC	Hot mix asphalt resurfacing work along Mt. Maria Road from the Alcona Township north line southerly approximately 1.01 miles	\$ 228,000
75.	2007-7323	83307	Jackson CRC	Hot mix asphalt resurfacing work along McCain Road from Robinson Road to Arbor Hills Road	\$ 514,100
76.	2007-7324	88353	Village of Caro	Reconstruction work along Prospect Drive from Highway M-81 to Empire Drive	\$ 332,000
77.	2007-7325	100053	City of St.Clair Shores	Hot mix asphalt resurfacing work along Ten Mile Road from Harper Avenue to Jefferson Avenue	\$ 249,446
78.	2007-7331	83399	Grand Traverse CRC	Hot mix asphalt resurfacing work along River Road from Keystone Road to Garfield Road	\$1,202,400
79.	2007-7334	100004	City of Negaunee	Reconstruction work along Croix Street from Highway US-41 to Maas Street	\$ 313,200
80.	2007-7339	59168	Sanilac CRC	Hot mix asphalt resurfacing work along Bay City Forestville Road from Highway M-19 to Polk Road	\$ 711,100
81.	2007-7343	100537	City of St. Clair	Concrete pavement repair work along Fred W. Moore Highway from 12 <sup>th</sup> Street to Clinton Street and from 6 <sup>th</sup> Street to Riverside Avenue	\$ 480,200

\* Denotes a non-standard contract/amendment

82.	2007-7342	96681	City of Bay City	Hot mix asphalt coldmilling and paving work along Woodside Avenue from the Liberty Bridge to Trumbull Street	\$ 908,031
83.	2007-7343	100538	City of St. Clair	Concrete pavement repair work along Fred W. Moore Highway from Carney Drive to 12 <sup>th</sup> Street	\$ 240,000
84.	2007-7351	88357	City of Benton Harbor	Reconstruction work along Territorial Road from Fourth Street to Fifth Street, along Water Street from the Highway I-94 business loop to Fifth Street, and along Fifth Street from the Highway I-94 business loop to Water Street	\$ 492,400

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

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

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

**Funding Source:** State LJT loan funds.

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

**Risk Assessment:** Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.

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

**Selection:** N/A.

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

**Zip Code:** 48909.

85. \*MACKINAC BRIDGE AUTHORITY – Engineering Services

Contract (2007-0652) between the Mackinac Bridge Authority and Collins Engineers, Inc., will provide for the underwater inspection of the bridge piers of the Mackinac Bridge and the performance of a lake bottom survey in the vicinity of the bridge piers, in Mackinac and Emmet Counties. The work items include underwater visual inspection of submerged structural elements by licensed engineer divers, hydrographic inspection to determine water depth and scour activity, and diver and hydrographic inspection reports. The contract will be in effect from the date of award through June 21, 2008. The contract amount will be \$243,142.64. Source of Funds: 100% Mackinac Bridge Authority Funds.

\* Denotes a non-standard contract/amendment

**Criticality:** The Federal Highway Administration requires underwater bridge inspection to be performed every five years to meet National Bridge Inspection Standards. The underwater portions of the piers of the Mackinac Bridge were last inspected in 2002. This inspection must be performed this year in order to meet the federal requirements. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** This project has two parts. The first is the performance of an underwater inspection of the piers of the Mackinac Bridge. The second is the performance of a survey of the lake bottom in the vicinity of the bridge piers. The lake bottom survey is known as a hydrographic survey. The piers will be inspected by a consulting firm using divers with engineering degrees and licenses. The purpose of the pier inspection is to note any defects in the piers and any changes since previous inspections. The lake bottom will be inspected using remote sensing devices mounted on a boat, and the work will be conducted by an underwater surveying firm under the supervision of a certified hydrographer. The purpose of the hydrographic survey is to locate areas of the lake bottom that have been affected by the water currents and to determine any areas of scouring or undermining. The underwater pier inspection and the hydrographic survey are done to meet federal requirements, to maintain the structural integrity of the bridge, and to ensure a safe crossing for travelers.

**Benefit:** This inspection will fulfill federal requirements. Using engineering divers to inspect the underwater portions of the bridge will provide engineering expertise for the hands-on inspection. Using remote sensing survey equipment for the hydrographic survey will give a broader view of the lake bottom and will be more informative and accurate than traditional depth measurements.

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

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

**Risk Assessment:** If this project is not performed, defects in the piers and scour problems with the lake bottom could go undiscovered, compromising the safety of the bridge. Federal requirements would not be met if we do not perform this project this year.

**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:** 49781.

86. PASSENGER TRANSPORTATION - Section 5309 Capital Program

Project Authorization Revision (Z8/R1) under Master Agreement (2002-0016) between MDOT and the City of Belding will add a line item for facility renovations and transfer funds from the bus line item to fund the facility renovations. Although facility renovations were included in the City's original application, the approved federal earmark amount was less than requested; as a result, the City did not include facility renovation as part of the original authorization. Because the City was able to purchase the bus for a cost lower than anticipated, the City is requesting permission to use the remaining funds for some of the bus facility renovations included in the original application. The original authorization provides state matching funds for the City's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, March 14, 2006, through March 13, 2009. The authorization amount remains unchanged at \$60,736. 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 - \$48,589; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$12,147.

**Criticality:** The agency needs to make facility renovations to improve the efficiencies of the heating system before the start of colder weather.

**Purpose/Business Case:** To provide for the addition of a facility renovations line item and to transfer funding from the existing bus line item to the new line item.

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

**Funding Source:** FTA Funds - \$48,589; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$12,147.

\* Denotes a non-standard contract/amendment

**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:** 48809.

87. PASSENGER TRANSPORTATION - Section 5313(b) Program

Project Authorization Revision (Z15/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) in Ingham County will extend the authorization term by approximately 14 months to provide sufficient time for CATA to complete the website enhancement and customer call center projects. MDOT requested that CATA slow down implementation of these projects in response to the state's budget shortfalls. The original authorization provides state matching funds for CATA's FY 2004 Federal Section 5313(b) State Planning and Research Program grant. The revised authorization term will be August 6, 2004, through September 30, 2008. The authorization amount remains unchanged at \$60,000. 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 - \$48,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$12,000.

**Criticality:** This revision will provide sufficient time for CATA to complete the website enhancement and customer call center projects after the slow down of the projects requested by MDOT. These projects are essential in enabling CATA to respond more effectively and efficiently to its customers' concerns. This revision cannot wait until October 2007 because the project authorization will expire on August 5, 2007.

**Purpose/Business Case:** To extend the authorization term by approximately 14 months to provide sufficient time for CATA to complete the website enhancement and customer call center projects.

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

**Funding Source:** FTA Funds - \$48,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$12,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48910.

88. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z7/R3) under Master Agreement (2002-0053) between MDOT and the Isabella County Transportation Commission (ICTC) will add a line item for computers, adjust the funding between the line items to accommodate the new line item, and change the video surveillance cameras line item description to terminal and office facility equipment, which includes surveillance camera support equipment. Because the current computers are outdated and ICTC has not been able to secure additional funding for the necessary computer upgrades, ICTC is requesting approval to include this additional line item. In addition, the cost of the video surveillance camera support equipment will be less than originally anticipated, so ICTC is requesting the change in the description to the terminal and office facility equipment line item so that the remaining funds may be used for needed office equipment updates. This scope change has been approved by the Rural Task Force. The original authorization provides state matching funds for ICTC's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, November 25, 2003, through November 24, 2008. The authorization amount remains unchanged at \$199,750. 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 - \$159,800; FY 2004 State Restricted Comprehensive Transportation Funds - \$39,950.

**Criticality:** This revision is critical because computers are an important part of ICTC's scheduling, financial, and accounting functions and general operations. Because the current computers are outdated, an updated computer system is essential to maintaining efficient ICTC operations.

**Purpose/Business Case:** To provide for an additional line item for computers, to adjust funding between line items to accommodate the new line item, and to change the video surveillance cameras line item description to terminal and office facility equipment, which includes surveillance camera support equipment.

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

**Funding Source:** FTA Funds - \$159,800; FY 2004 State Restricted Comprehensive Transportation Funds - \$39,950.

**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:** 48858.

89. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z15/R2) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will extend the authorization term by six months to provide sufficient time for the City to complete the project. This authorization was novated from Kalamazoo County in FY 2005 as part of a merger of the two systems. Although the vehicles have been ordered, delays in production have resulted in a later delivery date than originally anticipated. The original authorization provides state matching funds for the City's FY 2002 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Planning Program grant. The revised authorization term will be September 24, 2002, through March 23, 2008. The authorization amount remains unchanged at \$126,094. 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 - \$99,200; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,218; City of Kalamazoo Funds - \$1,676.

**Criticality:** This revision will allow the City to continue with the procurement of buses needed to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of the passengers. The revision cannot wait until October 2007 because the project authorization will expire on September 23, 2007, and the City 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 delayed.

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

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

**Funding Source:** FTA Funds - \$99,200; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,218; City of Kalamazoo Funds - \$1,676.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49007.

90. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z16/R2) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will extend the authorization term by one year to provide sufficient time for the City to complete the project. This project was novated from Kalamazoo County as part of a merger of the two systems in 2005. In addition to the delay caused by the merger itself, the project was ultimately re-bid as the result of an additional review of the project specifications. The City is requesting additional time to complete selection, purchase, and installation of the automation software and communication equipment. The original authorization provides state matching funds for the City's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be February 19, 2003, through August 18, 2008. The authorization amount remains unchanged at \$160,880. 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 - \$128,704; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$32,176.

**Criticality:** This revision is critical because the purchase and installation of the automation software and communication equipment is essential to ensuring safe travel and more efficient dispatching for the City's transit system countywide. This revision cannot wait until October 2007 because the project authorization will expire on August 18, 2007.

**Purpose/Business Case:** To extend the authorization term by 18 months to allow the City to complete the project.

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

**Funding Source:** FTA Funds - \$128,704; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$32,176.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49007.

91. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z17/R2) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will extend the authorization term by one year to provide sufficient time for the City to complete the project. Although the vehicles have been ordered, delays in production have resulted in a later delivery date than originally anticipated. The original authorization provides state matching funds for the City's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Planning Program grant. The revised authorization term will be November 25, 2003, through November 24, 2008. The authorization amount remains unchanged at \$135,000. 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 - \$108,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$27,000.

**Criticality:** This revision will allow the City to continue with the procurement of buses needed to replace buses that have met their useful lives. The replacement buses are needed to ensure passenger safety.

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

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

**Funding Source:** FTA Funds - \$108,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$27,000.

**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:** 49007.

92. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z18/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), providing service in Wayne, Oakland, Macomb, and Monroe Counties, will retroactively extend the authorization term by one year (11 days retroactive) to provide sufficient time for SMART to complete the communications system project (for Monroe) for the Lake Erie Transportation Commission (LETC). The extension is requested because the project is being carried out in conjunction with the upgrade of an automated vehicle locator (AVL) dispatch system, which was delayed due to ongoing tower system problems. As a result, LETC decided to use different data options for the project. The project is now progressing, but completion is not expected prior to grant expiration. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be July 7, 2004, through July 6, 2008. The authorization amount remains unchanged at \$335,575. 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 - \$268,460; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$67,115.

**Criticality:** Extension at this time is critical because the agency has ongoing vendor expenses it must pay in order to complete the project. This revision cannot wait until October 2007 because the project authorization will expire on July 6, 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 one year to permit completion of communications system purchases.

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

**Funding Source:** FTA Funds - \$268,460; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$67,115.

**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 a time extension to an existing project.

**Zip Code:** 48226.

93. \*PASSENGER TRANSPORTATION - Extension of Project Completion Period

Amendatory Contract (2003-0542/A2) between MDOT and Key Opportunities, Inc., serving Hillsdale County, will extend the project completion period by one year to provide sufficient time for the agency to complete the project. As vehicle costs were less than anticipated, the agency requested permission to use the remaining funds toward the purchase of an additional replacement vehicle. This vehicle will replace an existing vehicle that has exceeded its useful life. The additional time is needed to complete the purchase of the additional vehicle. The original contract provides 80 percent federal funds and 20 percent state matching funds for the agency's FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 19, 2003, through August 18, 2008. The contract term remains unchanged, from August 19, 2003, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$52,175. Source of Funds: Federal Transit Administration (FTA) Funds - \$41,740; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$10,435.

**Criticality:** This amendment will allow the agency to continue with the procurement of buses needed to replace buses that have met their useful lives. A safe and reliable fleet is critical for the safety of both the passengers and the public.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for the agency to purchase an additional vehicle.

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

**Funding Source:** FTA Funds - \$41,740; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$10,435.

**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:** 49242.

94. \*PASSENGER TRANSPORTATION – Extension of Project Completion Period

Amendatory Contract (2003-0543/A2) between MDOT and Manistee County Transportation, Inc. (MCTI), will extend the project completion period by one year to provide sufficient time for MCTI to complete the project. The additional time is needed because of unforeseen delays in the bus manufacturing process. The manufacturer has informed MCTI that it will not be able to deliver the eight buses with lifts purchased under this contract by the end of the current project completion period. The original contract provides 80 percent federal funds and 20 percent state matching funds for MCTI's FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 19, 2003, through August 18, 2008. The contract term remains unchanged, from August 19, 2003, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$661,260. Source of Funds: Federal Transit Administration (FTA) Funds - \$529,008; FY 2002 State Restricted Comprehensive Transportation Funds - \$132,252.

**Criticality:** This amendment will allow the agency to continue with the procurement of buses needed to replace buses that have met their useful lives. The replacement buses are needed to ensure passenger safety. The amendment cannot wait until October 2007 because the project authorization would expire and the agency would not be able to continue the procurement. The procurement process would then have to start over and the replacement of the buses would be delayed.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for the bus manufacturer to produce and deliver the eight buses with lifts purchased by MCTI under this contract.

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

**Funding Source:** FTA Funds - \$529,008; FY 2002 State Restricted Comprehensive Transportation Funds - \$132,252.

**Commitment Level:** Contract amendment 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:** NA.

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

**Zip Code:** 49660.

95. \*PASSENGER TRANSPORTATION – Extension of Project Completion Period  
Amendatory Contract (2003-0553/A2) between MDOT and the Thunder Bay Transportation Authority (TBTA) will extend the project completion period by eighteen months to provide sufficient time for TBTA to complete the bidding and purchase of buses and on-board bus communication equipment (Global Positioning System and automated vehicle locator) for buses. The dispatch system implementation is anticipated to be operational this fiscal year. The purchase of the communication equipment has been delayed until the computerized dispatch/tracking system is up and tested for operation. TBTA is also in the process of developing specifications for bidding buses. The original contract provides 80 percent federal funds and 20 percent state matching funds for TBTA's FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 19, 2003, through February 18, 2009. The contract term remains unchanged, from August 19, 2003, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$225,245. Source of Funds: Federal Transit Administration (FTA) Funds - \$180,196; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$45,049.

**Criticality:** This amendment will allow TBTA to continue with the procurement of buses that are needed to replace buses that have met their useful lives and the on-board communication equipment for the buses. The replacement buses are needed to ensure passenger safety. The amendment cannot be deferred until an October 2007 agenda because the project completion period will expire on August 18, 2007, and TBTA will not be able to continue the procurement of the buses and the on-board communication equipment. The procurement process would then have to start over and the purchases would be delayed.

**Purpose/Business Case:** To extend the project completion period by eighteen months to provide sufficient time for the purchases of buses and on-board bus communications equipment, which will be ordered this fall after specifications are determined and bidding is completed and the computerized dispatch system is operational.

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

**Funding Source:** FTA Funds - \$180,196; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$45,049.

**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:** 49707.

96. \*PASSENGER TRANSPORTATION - Extension of Project Completion Period  
Amendatory Contract (2004-0056/A2) between MDOT and the Beaver Island Transportation Authority (BITA) will extend the project completion period by 18 months to provide sufficient time for the dock, vessel, and terminal work to be completed. U.S. Coast Guard approval of the proposed enclosure of the upper deck on the Emerald Isle is taking longer than anticipated and must be received before the project can proceed. As a result, some of the vessel work cannot be completed until the boat goes to dry dock in early fall 2007. The original contract provides FY 2004 state marine capital funds for the purchase of support equipment and the undertaking of capital improvements to the Beaver Island Ferry System. The revised project completion period will be March 18, 2004, through September 17, 2008. The contract term remains unchanged, from March 18, 2004, for as long as the property and equipment are being used in accordance with the provisions of the contract. The contract amount remains unchanged at \$422,919. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$380,627; BITA Funds - \$42,292.

**Criticality:** This amendment will allow the agency to continue with the procurement of the vessel work. The work needs to be done when the boat goes to dry dock in early fall 2007 and is needed to ensure passenger safety.

**Purpose/Business Case:** To extend the project completion period by 18 months to provide sufficient time for the completion of dock, vessel, and terminal work that require U.S. Coast Guard approval.

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

**Funding Source:** FY 2004 State Restricted Comprehensive Transportation Funds - \$380,627, BITA Funds - \$42,292.

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

**Risk Assessment:** If this amendment is not approved, ferry service and ridership may be lost and the federal standards may not be met.

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

**Selection:** N/A.

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

**Zip Code:** 49782.

97. \*PASSENGER TRANSPORTATION - Section 5309 Revenue Grant

Contract (2006-0529) between MDOT and the Federal Transit Administration (FTA) will provide a grant of \$1,980,000 in federal funds to the state for the purchase of transit vehicles for 11 eligible transit agencies participating in the FY 2006 Federal Section 5309 Capital Discretionary Program. State matching funds in the amount of \$495,000 will be provided, for a total contract amount of \$2,475,000. The grant will be in effect from June 11, 2007, through three years. The grant is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$1,980,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$495,000.

**Criticality:** This contract will allow transit agencies to purchase buses that are needed to replace buses that have met their useful lives. The replacement buses are needed to ensure passenger safety.

**Purpose/Business Case:** To provide federal and state matching funds for the purchase of buses for 11 eligible transit agencies participating in the FY 2006 Section 5309 Capital Discretionary Program.

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

**Funding Source:** FTA Funds - \$1,980,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$495,000.

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

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

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

**Selection:** N/A.

**New Project Identification:** These is a new grant.

**Zip Code:** 48909.

98. PASSENGER TRANSPORTATION – Rideshare Program

Contract (2007-0608) between MDOT and the Genesee County Metropolitan Planning Commission will provide federal funds for the continuation of the local rideshare program for 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 reduces energy consumption, traffic congestion, air pollution, and parking problems while making our roadways safer by reducing the number of vehicles using them. The contract will be in effect from October 1, 2007, through September 30, 2008. The contract amount will be \$75,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$75,000.

**Criticality:** This contract will provide for 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.

**Benefit:** Will 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:** FHWA Funds - \$75,000.

Commitment Level: The 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 to 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:** 48502.

99. TRANSPORTATION PLANNING - Planning Services

**Retroactive** Authorization Revision (Z3/R1) under Master Agreement (2006-0026) between MDOT and the TC-TALUS Policy Board will change the authorization effective date by 79 days (290 days retroactive) to allow costs incurred before the original authorization date of December 19, 2006, to be reimbursed. The authorization provides for technical assistance to the Land Use and Coordinating Committee for the administration of a consultant contract for the development of a comprehensive transportation plan (CTP) for the Traverse City area. The revised authorization term will be October 1, 2006, through September 30, 2007. The authorization amount remains unchanged at \$50,000. The contract term is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

**Criticality:** This revision will retroactively change the authorization effective date to allow costs incurred before the original effective date of December 19, 2006, to be reimbursed. The work performed between October 1, 2006, and December 19, 2006, was for the development and distribution of a request for proposals and for the qualifications-based selection of a consultant. This planning contract is vital to the timely completion of a comprehensive land use and transportation study for the Grand Traverse area.

**Purpose/Business Case:** To retroactively change the authorization effective date by 79 days to allow costs incurred before the original effective date of December 19, 2006, to be reimbursed.

**Benefit:** Will allow the TC-TALUS Policy Board to be reimbursed for project costs incurred between October 1, 2006, and December 19, 2006. The project will help to secure transportation planning funds for the state through the development and implementation of strategies identified in the CTP.

**Funding Source:** Dedicated federal funds that must be passed through to the Metropolitan Planning Organizations (MPOs) per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** If this revision is not approved, federal funds could be lost for some transportation planning activities covered under the original authorization.

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

**Selection:** N/A.

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

**Zip Code:** 49685.

100. TRANSPORTATION PLANNING - Planning Services

**Retroactive Authorization Revision (Z4/R1)** under Master Agreement (2006-0026) between MDOT and the TC-TALUS Policy Board will change the authorization effective date by 79 days (290 days retroactive) to allow costs incurred before the original authorization date of December 19, 2006, to be reimbursed. The authorization provides for continuing transportation and land-use planning activities in the Grand Traverse area. The revised authorization term will be October 1, 2006, through September 30, 2007. The authorization amount remains unchanged at \$50,000. The contract term is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This revision will retroactively change the authorization effective date to allow costs incurred before the original effective date of December 19, 2006, to be reimbursed. The work performed between October 1, 2006, and December 19, 2006, was for the development and distribution of a request for proposals and for the qualifications-based selection of a consultant. This planning contract is vital to the timely completion of a comprehensive land use and transportation study for the Grand Traverse area.

**Purpose/Business Case:** To retroactively change the authorization effective date by 79 days to allow costs incurred before the original effective date of December 19, 2006, to be reimbursed.

**Benefit:** Will allow the TC-TALUS Policy Board to be reimbursed for project costs incurred between October 1, 2006, and December 19, 2006. The project will identify deficiencies and recommend plan improvements.

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

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

**Risk Assessment:** If this revision is not approved, federal funds could be lost for some transportation planning activities covered under the original authorization.

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

**Selection:** N/A.

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

**Zip Code:** 49685.

101. \*TRANSPORTATION PLANNING - Access Management Plan

Contract (2007-0629) between MDOT and LSL Planning, Inc., will provide for the development of and seeking of adoption for a comprehensive corridor access management plan for the M-46 corridor in Thomas Township, Saginaw County. The contract will be in effect from the date of the award through September 30, 2008. The contract amount will be \$49,901. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** MDOT received notification that an FY 2007 access management study has been canceled and \$150,000 of State Planning and Research Funds is available for other projects. If the federal funds are not used, they will be lost. Bay Region will use a portion of these funds for the M-46 access management study, originally scheduled to begin in FY 2008. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** M-46/Gratiot Avenue in Thomas Township, Saginaw County, is the primary travel route through the township, which is located at the edge of the Saginaw Metropolitan Area. The land development along one-half of the five mile segment is almost entirely commercial in nature. The remaining portion of the route is rural farm land that is planned and zoned for future commercial development. Driveways along the developed portion of the route have not been spaced in accordance with an access plan, and the spacing has resulted in safety issues. The Thomas Township Supervisor is in the process of organizing the businesses along M-46 into a Downtown Development Authority. One early concern of the group is better access control along M-46. The Thomas Township Supervisor approached the MDOT Bay Region Office about the possibility of creating an M-46 Access Management Plan and Zoning Ordinance. The plan will be a combination "retrofit" plan for the developed area and a control plan for the remaining undeveloped area.

**Benefit:** MDOT has rehabilitation work scheduled for M-46 in the year 2010. If the access management plan is in place some of the recommendations, such as driveway closures or relocations, can be carried out during the rehabilitation work based on the recommendations from the study.

**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:** The opportunity to coordinate the study recommendations with the M-46 rehabilitation project in 2010 could be lost, leaving some locations with future safety issues.

**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 selection.

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

**Zip Code:** 48609.

**SUBCONTRACTS**

102.	<b>Ajax Paving Industries</b>	<b>Low Bid:</b>	<b>\$ 214,814.34</b>
	<b>830 Kirts Boulevard</b>	<b>Engineer's Estimate:</b>	<b>\$ 233,469.50</b>
	<b>Suite 100</b>	<b>Over/Under:</b>	<b>- 8.0%</b>
	<b>Troy MI, 48381</b>		

**Description of Work: Hot Mix Asphalt Resurfacing**

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for hot mix asphalt resurfacing on the westbound I-94 exit and entrance ramps at 9 Mile Road and at the westbound I-94 exit ramp to 8 Mile Road in the city of Eastpointe, Macomb County. The project was advertised, and four 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.

\* Denotes a non-standard contract/amendment

**Criticality:** If this work is not performed, the ramps will continue to deteriorate and the risk of accidents will continue to increase. The ramp surfaces are in poor condition and are deteriorating rapidly. The surfaces are becoming unbonded, and loose concrete could pose a danger to travelers.

**Purpose/Business Case:** To provide for hot mix asphalt resurfacing on the westbound I-94 exit and entrance ramps at 9 Mile Road and at the westbound I-94 exit ramp to 8 Mile Road in the city of Eastpointe.

**Benefit:** The subcontract will provide for a safer roadway.

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

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48381.

103.	<b>Rieth-Riley Construction Co., Inc.</b>	<b>Low Bid:</b>	<b>\$ 80,000</b>
	<b>1345 W. West Branch Road</b>	<b>Engineer's Estimate:</b>	<b>\$ 81,000</b>
	<b>Prudenville MI, 48651</b>	<b>Over/Under:</b>	<b>- 1.2%</b>

### **Description of Work: Shoulder Restoration**

Approval is requested to authorize the Gladwin County Road Commission to award a subcontract for the placement of limestone gravel for shoulder improvements on both sides of M-30, from M-61 north, in Gladwin County. The project was advertised, and two 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 shoulders will continue to deteriorate and the risk of accidents will continue to increase. The roadway surface is more than an inch higher than the shoulder, which could cause drivers pulling onto the shoulder to lose control of their vehicles. Shoulder restoration is needed to address this problem and prevent accidents.

**Purpose/Business Case:** To provide for the placement of limestone gravel for shoulder improvements on both sides of M-30, from M-61 north, in Gladwin County.

**Benefit:** The subcontract will provide for a safer roadway.

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

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48651.



**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

**Funding Source:**

59292A		
	Federal Highway Administration Funds	90.00 %
	City of Madison Heights	0.12 %
	City of Royal Oak	0.44 %
	State Restricted Trunkline Funds	9.44 %
75877A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
78981A		
	Federal Highway Administration Funds	80.00 %
	City of Royal Oak	0.85 %
	State Restricted Trunkline Funds	19.15 %
78983A		
	City of Detroit	0.17 %
	Federal Highway Administration Funds	80.00 %
	City of Madison Heights	0.08 %
	State Restricted Trunkline Funds	19.75 %
78984A		
	City of Detroit	0.19 %
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	9.81 %
79765A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %

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

**Risk Assessment:** Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance and rehabilitation.

**Zip Code:** 48030.

## LOCAL PROJECTS

105. LETTING OF JULY 06, 2007 ENG. EST. LOW BID  
 PROPOSAL 0707028 \$ 1,296,643.65 \$ 1,366,336.49  
 PROJECT EDDF 71555-77487, ETC  
 LOCAL AGRMT. 07-5273 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 20, 2007 5.37 %

0.23 mi of hot mix asphalt road reconstruction on County Line Road to east of Roost Road and bridge rehabilitation including superstructure removal and replacement along with slope restoration on North Allis Highway at Rainey River, Presque Isle County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 1,366,336.49</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 1,373,709.16	Same	2
Hardman Construction, Inc.	\$ 1,484,183.17	Same	3
J.E. Kloote Contracting, Inc.	\$ 1,555,017.38	Same	4
Anlaan Corporation	\$ 1,559,734.33	Same	5
Davis Construction, Inc.	\$ 1,569,888.70	Same	6
Cordes Excavating, Inc.			
Bolen Asphalt Paving, Inc.			
Milbocker and Sons, Inc.			
Midwest Bridge Company			
L.W. Lamb, Inc.			
Snowden, Inc.			

6 Bidders

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

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

**Purpose/Business Case:** This project is for the reconstruction and rehabilitation of a portion of highway and bridge work on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration. This project went through the local bridge selection process as defined in current legislation.

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

**Funding Source:**

77487A

Presque Isle County	15.00 %
Federal Highway Administration Funds	73.00 %
State Restricted Trunkline Funds	12.00 %

86362A

Presque Isle County	5.12 %
Federal Highway Administration Funds	79.90 %
State Restricted Trunkline Funds	14.98 %

**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:** Road reconstruction and bridge rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49765.

106. LETTING OF JULY 06, 2007  
 PROPOSAL 0707271  
 PROJECT STUL 61407-84365  
 LOCAL AGRMT. 07-5177  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 26, 2007

ENG. EST.                      LOW BID  
 \$ 712,813.50                \$ 628,024.66

% OVER/UNDER EST.  
 -11.90 %

0.35 mi of road resurfacing including cold milling, storm sewer, concrete curb and gutter, hot mix asphalt paving, and pavement markings on 174th Street from VanWagoner Street south to Leppinks Plaza in the city of Ferrysburg, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Brenner Excavating, Inc.</b>	<b>\$ 628,024.66</b>	<b>Same</b>	<b>1 **</b>
Dykema Excavators, Inc.	\$ 637,989.25	Same	2
Milbocker and Sons, Inc.	\$ 642,976.51	Same	3
Schippers Excavating, Inc.	\$ 668,378.10	Same	4
C & D Hughes, Inc.	\$ 681,787.96	Same	5
Kammainga & Roodvoets, Inc.	\$ 686,389.49	Same	6
Wadel Stabilization, Inc.	\$ 687,460.91	Same	7
Kentwood Excavating, Inc.	\$ 713,187.50	Same	8
Diversco Construction Company Inc.	\$ 714,692.21	Same	9
Nashville Construction Company	\$ 730,144.57	Same	10
Georgetown Construction Company			
Thompson Brothers, Inc.			
Dan Hoe Excavating, Inc.			
Aggregate Industries-Central Region			
Nagel Construction, Inc.			
Triangle Excavators, Inc.			
Langlois & Sons Excavating, Inc.			

10 Bidders

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

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

**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

**Funding Source:**

84365A

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

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

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

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

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 49409.

**EXTRAS**

107. **Extra 2007 - 95**

Control Section/Job Number:	39405-76303	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Hoffman Bros., Inc. 8574 Verona Road Battle Creek, MI 49014	
Designed By:	Paradigm Design, Inc.	
Engineer's Estimate:	\$2,278,867.85	

Description of Project:

1.09 miles of hot mix asphalt paving, pavement removal, drainage, earthwork, traffic signal, sidewalk, curb and gutter, landscaping, watermain item, pavement marking, and sanitary sewer work on Oakland Drive from Romence Road to West Centre Avenue in the City of Portage, Kalamazoo County.

Administrative Board Approval Date:	March 1, 2005	
Contract Date:	March 3, 2005	
Original Contract Amount:	\$1,831,663.62	
Total of Overruns/Changes (Approved to Date):	125,145.70	+ 6.83%
Total of Extras/Adjustments (Approved to Date):	173,000.57	+ 9.44%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>5,016.00</u></b>	<b><u>+ 0.27%</u></b>
<b>Revised Total</b>	<b><u>\$2,134,825.89</u></b>	<b>+ 16.54%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.27% over the original budget for an **Authorized to Date Amount** of \$2,129,809.89

Approval of this extra will place the authorized status of the contract 16.54% or \$303,162.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-98	10	\$112,305.31	07/18/06
2007-68	12	\$13,395.01	05/01/07

Contract Modification Number(s): 13

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

**CM 13**

Dr Structure, 84 inch dia	1.000 Ea @ \$5,016.00/Ea	<u>\$5,016.00</u>
<b>Total</b>		<b><u>\$5,016.00</u></b>

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

The plans indicated that a 72-inch diameter drainage structure would be needed. After reviewing the sewer lines coming into the drainage structure, it was determined that the 72-inch structure would be too small and could make the structure unsound. The engineer directed the contractor to install an 84-inch diameter drainage structure in place of the 72-inch structure. When the project is completed, a reduction in the 72-inch item will be completed. This will result in a \$2,550 offset. The extra cost for Dr Structure, 84 inch dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment, and materials needed to complete the structure.

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

This Extra is recommended for approval by the State Administrative Board at its July 17, 2007 meeting.

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

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

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

**Funding Source:** FHWA, 55.05%; City of Portage, 44.95%.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49024.

108. **Extra 2007 - 96**

Control Section/Job Number: 50009-83888 Local Agency 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: Local Agency  
Engineer's Estimate: \$1,233,587.70

Description of Project:

Bridge removal and replacement along with related approach work on Hayes Road at the Price Brook Drain, in Macomb County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	March 29, 2006	
Original Contract Amount:	\$1,192,501.88	
Total of Overruns/Changes (Approved to Date):	(57,192.02)	- 4.80%
Total of Extras/Adjustments (Approved to Date):	44,274.81	+ 3.71%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>34,731.53</u></b>	<b><u>+ 2.91%</u></b>
<b>Revised Total</b>	<b><u>\$1,214,316.20</u></b>	<b>+ 1.82%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.09% under the original budget for an **Authorized to Date Amount** of \$1,179,584.67.

Approval of this extra will place the authorized status of the contract 1.82% or \$21,814.32 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

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

**CM 3**

Temporary Poles for High Voltage Lines	1.000 LS @ \$33,311.25/LS	\$33,311.25
Aggregate Approach 12" w/Geotextile Separator	1.000 LS @ \$1,420.28/LS	<u>1,420.28</u>
<b>Total</b>		<b><u>\$34,731.53</u></b>

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

In order to set the culvert segments, the 120 kilovolt lines running directly over the proposed structure needed to be raised to provide sufficient clearance for the crane. The work included the utility company placing two temporary poles on the east side of Hayes Road increasing the vertical clearance to approximately 72 feet. The extra cost for Temporary Poles for High Voltage Lines was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was determined based on invoices from the utility company.

An area of the aggregate approach failed due to soft soil conditions. To correct the soft soil conditions, 12 inches of aggregate were used in conjunction with a geotextile separator. The engineer directed the contractor to supply and install the geotextile separator and the aggregate. The extra cost for Aggregate Approach 12" w/Geotextile Separator is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board at its July 17, 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:** State Restricted Trunkline, 69.54%; Macomb County, 30.46%.

**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:** 48042.

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 July 11, 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 July 11, 2007, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Liedel adjourned the meeting.

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SECRETARY

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CHAIRPERSON