

APPROVED

November 20, 2007

Michigan State
Administrative Board

Lansing, Michigan

November 6, 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, November 6, 2007, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Walt Herzig, Chief of Staff, representing John Cherry, Lt. Governor
Deborah Devine, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

Elise Lancaster, Craig Orr, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation; John Walter, Michigan Strategic Fund; Monique Field, Wiener and Associates

1. CALL TO ORDER:

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

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

Ms. Wolenberg moved that the minutes of the regular meeting of October 16, 2007, and the special meeting of October 24, 2007 be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

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

NONE

4. COMMUNICATIONS:

- 1) 2007 Fourth Quarter Report of the Chief Compliance Officer of the Michigan Strategic Fund
- 2) Investment holding report for the Veterans Benefit Trust Fund as of September 30, 2007 and a summary of investment transactions and detailed monthly transaction reports for the quarter ended September 30, 2007

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

GENERAL SCHEDULE #21, County Veterans Affairs, 11/06/2007

HOUSE OF REPRESENTATIVES, Human Resources, 11/06/2007

DEPARTMENT OF TRANSPORTATION, Safety and Security Administration,
11/06/2007

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

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

November 6, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **October 30, 2007** Those present being:

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

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Jon Henker, Department of Agriculture; Joel Storchan,
Department of Information Technology; Sherry Bond, Elise
Lancaster, Janet Rouse, Department of Management and Budget;
Kris Squibb, Department of Natural Resources

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 Items 27(1) and 27(4) tabled. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

FINANCE AND CLAIMS COMMITTEE

October 30, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

November 6, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

Approval of items on this agenda authorizing expenditures in the
fiscal year beginning on October 1, 2007 and ending on September 30, 2008 are
contingent upon the enactment of appropriations for the fiscal year beginning
on October 1, 2007 and ending on September 30, 2008.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF AGRICULTURE

- | | |
|---|---|
| 1) Holstein Association USA,
Incorporated
Brattleboro, VT | NOT TO EXCEED
\$ 200,000.00 Total
FY08 100% Restricted Funds
Grant for Utilization of the
National Farm Animal
Identification and Records
Program (FAIR) |
| 2) Michigan State University
East Lansing, MI | NOT TO EXCEED
\$ 416,661.00 Total
FY08 100% Restricted Funds
Grant to develop and conduct
Educational Services under the
Groundwater Stewardship Program |

1. DEPARTMENT OF AGRICULTURE continued

- 3) Various Grantees
(Listing on file) NOT TO EXCEED
\$ 390,000.00 Total
FY08 84.6% Federal
15.4% Private Funds
Grants for technical assistance
for the implementation of
conservation practices
involving protection and
improvement of water quality
and enhancement of wildlife
habitat through the
Conservation Reserve
Enhancement Program (CREP)
- 4) Various Grantees
(Listing on file) NOT TO EXCEED
\$ 990,000.00 Total
FY08 100% Restricted Funds
Grants for the Forestry
Assistance Program
- 5) Various Grantees
(Listing on file) NOT TO EXCEED
\$ 600,000.00 Total
FY08 50% Federal 50% Restricted
Grants for the Michigan
Groundwater Stewardship Program
Conservation Technical
Assistance Initiative
- 6) Various Grantees
(Listing on file) NOT TO EXCEED
\$ 300,000.00 Total
FY08 50% Federal 50% Restricted
Grants for Engineering Technical
Assistance to address risk to
groundwater and fresh water
- 7) Various Grantees
(Listing on file) NOT TO EXCEED
\$ 145,660.00 Total
FY08 100% Federal Funds
Grants for Conservation
Innovation

1. DEPARTMENT OF AGRICULTURE continued

- 8) Various Grantees
(Listing on file) NOT TO EXCEED
\$ 192,500.00 Total
FY08 100% Restricted Funds
Grants for Michigan Agriculture
Environmental Assurance Program
(MAEAP)
- 9) Various Grantees
(Listing on file) NOT TO EXCEED
\$ 200,000.00 Total
FY08 100% Restricted Funds
Grants for the Clean Sweep
Program (Safe collection and
disposal of unused, unusable
and/or unwanted pesticides)
- 10) Various Grantees
(Listing on file) NOT TO EXCEED
\$ 1,079,000.00 Total
FY08 100% Restricted Funds
Grants for the Michigan
Groundwater Stewardship Program
- Agriculture Technical
Assistance
- 11) Michigan Turfgrass Foundation
Lansing, MI NOT TO EXCEED
\$ 30,000.00 Total
FY08 100% Restricted Funds
Grant for Michigan Turfgrass
Environmental Stewardship to
protect groundwater from
nitrogen fertilizer or
pesticides

2. DEPARTMENT OF COMMUNITY HEALTH

- 1) Michigan Association of
Community Mental Health
Boards
Lansing, MI \$ 600,000.00 Amendment
\$ 1,796,332.00 New Total
FY08 5.8% State GF
94.2% Federal
Additional funds for one-year
grant agreement to provide
funding for Michigan
Association of Community
Mental Health Boards to
administer mental health
training

2. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|--|---|
| 2) | Wayne County Jail
Detroit, MI | \$ 285,000.00 Total
FY08 100% Federal
11-month grant agreement to
provide funding for expanded
HIV testing in high prevalence
health care settings to
address racial/ethnic
disparities in access to
testing services |
| 3) | Detroit Health Care for the
Homeless - Advantage Health
Centers
Detroit, MI | \$ 259,100.00 Total
FY08 100% Federal
11-month grant agreement to
provide funding for expanded
HIV testing in high prevalence
health care settings to
address racial/ethnic
disparities in access to
testing services |
| 4) | Michigan Public Health
Institute
Okemos, MI | \$ 1,368,979.00 Amendment
\$ 25,495,786.00 New Total
FY08 51.64% Federal
46.18% State GF
0.80% State Restricted
0.87% Fees Other State Funds
0.51% Local Funds
Additional funding for one-
year grant agreement to
provide various community
health projects |
| 5) | Wayne State University
Detroit, MI | \$ 38,304.00 Amendment
\$ 1,734,732.00 New Total
FY08 93.98% Federal
6.02% State GF
Additional funding for one-
year grant agreement to
provide various community
health projects |

2. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|--|---|
| 6) | Arab Community Center for
Economic and Social Service
Dearborn, MI | \$ 35,000.00 Amendment
\$ 450,170.00 New Total
FY08 85.63% Federal
14.37% Local Funds
Additional funding for one-
year grant agreement to
provide various community
health projects |
| 7) | Michigan State University
East Lansing, MI | \$ 56,382.00 Amendment
\$ 5,614,353.00 New Total
FY08 76.31% Federal
2.89% State GF
0.27% State Restricted
20.53% Local Funds
Additional funding for one-
year grant agreement to
provide various community
health projects |
| 8) | Henry Ford Health System
Detroit, MI | \$ 269,815.00 Amendment
\$ 7,158,515.00 New Total
FY08 97.52% Federal
1.49 State GF
0.99% State Restricted
Additional funding for one-
year grant agreement to
provide various community
health projects |
| 9) | Sacred Heart Rehabilitation
Center, Inc.
Memphis, MI | \$ 125,511.00 Total
FY08 100% Federal
10-month grant agreement to
provide housing and supportive
services to persons who are
homeless and have a substance
abuse disorder |

3. DEPARTMENT OF CORRECTIONS

- 1) Kalamazoo Probation Enhancement Program
Kalamazoo, MI \$ 120,000.00 Amendment
\$ 1,934,009.00 New Total
FY08-09 100% General Fund
Two-year extension and additional funds to provide substance abuse treatment for prisoners, parolees and probationers
- 2) Jeffrey L. Metzner, MD PC
Denver, CO \$ 10,000.00 Amendment
\$ 34,999.00 New Total
FY08 100% General Fund
Additional funds to provide expert witness testimony on mental health issues in the Hadix v Johnson lawsuit

4. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Various Vendors
(Listing on file) \$ 13,098,201.00 Total
FY08 5.98% Federal,
18.72% Restricted, 75.31%
IDG from the Department of
Community Health Grants to
Local Health Departments.
This is an annual grant to
Local Health Departments
for a variety of programs:
Non-community Drinking
Water, Long Term Drinking
Water Monitoring, Great
Lakes Beach Monitoring,
Swimming Pools, Septage,
On-Site Sewage, Drinking
Water, and Campgrounds
- 2) Various
(Listing on file) \$ 8,200,000.00 Total
FY08 100% Restricted
To reimburse applicants
for cleanup actions taken
at sites of contamination
caused by leaking
underground storage tanks

4. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

3) Central Michigan University/ \$ 39,513.02 Total
Michigan State University **FY08** Federal Funds to
Mt. Pleasant MI fund this grant to this
Non-Profit Grantee for a
Coastal Zone Management
Project

5. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES

1) Grand Valley State NOT TO EXCEED
Allendale, MI \$ 26,330.50 Total
FY08 58% Federal Funds
42% Private funds
One-year contract for
preparation of a National
Register of Historic Places
inventory and nomination

6. DEPARTMENT OF HUMAN SERVICES

1) MSU - Extension NOT TO EXCEED
East Lansing, MI \$ 13,100,000.00 Total
FY08 100% Federal Funds
One-year grant for nutrition
education program

2) Bethany Christian Services \$ 154,035.30 Amendment
Grand Rapids, MI \$ 510,642.99 New Total
FY08-09 100% Federal Funds
Additional funds to help
decrease risk of further
abuse and/or neglect

3) Sarah Rankin-Garrod NOT TO EXCEED
Roscommon, MI \$ 53,903.50 Total
FY08-10 100% Federal Funds
Three-year contract for
Parent Aide services

4) Alicia Burke \$ 55,632.00 Total
Escanaba, MI **FY08-10** 100% Federal Funds
Three-year contract for
Parent Aide services

6. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|-----|--|--|
| 5) | Jill Laurila
Iron Mountain, MI | \$ 53,985.60 Total
FY08-10 100% Federal Funds
Three-year contract for
Parent Aide services |
| 6) | Deanna Kennedy
Ironwood, MI | \$ 36,000.00 Total
FY08-10 100% Federal Funds
Three-year contract for
Parent Aide services |
| 7) | Elizabeth Pendergast
Ironwood, MI | \$ 27,000.00 Total
FY08-10 100% Federal Funds
Three-year contract for
Parent Aide services |
| 8) | Lynne Pittman
Skandia, MI | \$ 74,987.30 Total
FY08-10 100% Federal Funds
Three-year contract for
Parent Aide services |
| 9) | Lisa Marie Peets Goosman
Gaylord, MI | NOT TO EXCEED
\$ 53,903.50 Total
FY08-10 100% Federal Funds
Three-year contract for
Parent Aide services |
| 10) | Douglas Community Association
Kalamazoo, MI | \$ 373,779.00 Total
FY08-10 100% Federal Funds
Three-year contract for
Family Advocate services |
| 11) | Orchards Children's Services
Southfield, MI | \$ 86,423.88 Amendment
\$ 530,749.42 New Total
FY08 100% Federal Funds
Additional funds for Families
Together Building Solutions
program |

6. DEPARTMENT OF HUMAN SERVICES continued

- 12) Highfields, Inc.
Onondaga, MI
- NOT TO EXCEED
\$ 141,048.00 Total
FY08-10 100% Federal Funds
Three-year contract for
Families Together Building
Solutions program
- 13) Left intentionally blank
- 14) Guardian Care
Oak Park, MI
- \$ 31,558.00 Amendment
\$ 148,986.00 New Total
FY08 100% Federal Funds
Additional funds for a one-
year option to the contract
for Guardianship services
- 15) Various PROFC - series
(Listing on file)
- NOT TO EXCEED
\$ 2,279,602.86 Total
FY08-10 100% Federal Funds
Three-year contract for legal
representation for DHS staff
on child welfare cases
- 16) Love, Inc.
Manistee, MI
- NOT TO EXCEED
\$ 51,600.00 Total
FY08-10 100% Federal Funds
Three-year contract for Group
Parent Education and Support
Program
- 17) Mid Michigan Community
Action Agency
Mt. Pleasant, MI
- NOT TO EXCEED
\$ 27,864.00 Total
FY08-10 100% Federal Funds
Three-year contract for
Strong Families Safe Children
Coordination services

6. DEPARTMENT OF HUMAN SERVICES continued

- 18) Good Will Farm Association \$ 47,760.00 Total
Houghton, MI **FY08-10** 100% Federal Funds
Three-year contract for
Adoptive Family Support
Services
- 19) Glen C. Thelen NOT TO EXCEED
St. Louis, MI \$ 27,900.00 Total
FY08-10 100% Federal Funds
Three-year contract for
Strong Families Safe Children
Coordination services
- 20) Shirley A. Torrey NOT TO EXCEED
National City, MI \$ 24,900.00 Total
FY08-10 100% Federal Funds
Three-year contract for
Decisions to Actions program
- 21) West Michigan CMH NOT TO EXCEED
Ludington, MI \$ 65,940.00 Total
FY08-10 100% Federal Funds
Three-year contract for
Strong Families Safe Children
Coordination services
- 22) Menominee County Circuit \$ 123,060.00 Total
Court **FY08-10** 100% Federal Funds
Menominee, MI Three-year contract for
Community Treatment Worker
- 23) County of Washtenaw \$ 49,035.00 Total
Ann Arbor, MI **FY08-10** 100% Federal Funds
Three-year contract for
Strong Families Safe Children
Coordination service
- 24) Left intentionally blank

7. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

2) Various \$ 682,000.00 Total
(Listing on file) **FY08** 100% Restricted Funds
Contractors will perform
analysis, examination and
investigation services in the
review of licensees for
compliance with the Michigan
mortgage statutes

8. DEPARTMENT OF NATURAL RESOURCES

1) Various Grantees NOT TO EXCEED
(Listing on file) \$ 60,000.00 Total
FY08 100% State Restricted
One-year grants to sheriff
departments to provide class
instruction on Off-road
Vehicle safety

2) Various Grantees NOT TO EXCEED
(Listing on file) \$ 240,094.00 Total
FY08 100% State Restricted
One-year grants to sheriff
departments for patrol and law
enforcement on State-
designated snowmobile trails

3) Various Grantees NOT TO EXCEED
(Listing on file) \$ 71,900.00 Total
FY08 100% State Restricted
One-year grants to sheriff
departments for patrol and law
enforcement on State-
designated trails system

4) Various Grantees NOT TO EXCEED
(Listing on file) \$ 5,682,010.00 Total
FY08-09 100% State Restricted
Two-year grants to local
snowmobile clubs for grooming
and maintenance of trails

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

9. DEPARTMENT OF COMMUNITY HEALTH

1) Radcal Corporation Monrovia, CA	NOT TO EXCEED \$ 38,004.00 (One-Time) FY08 100% Restricted Funds 391R7200686/071I7200199 X-ray Measuring Kits-BHS-Rad
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10. DEPARTMENT OF CORRECTIONS

1) Aladdin Temp-Rite LLC Hendersonville, TN	\$ 309,451.58 (3 years) FY08-11 100% General Funds 071I7200285 Meal Delivery Insulated Tray Systems
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11. DEPARTMENTS OF HUMAN SERVICES AND TREASURY

1) TALX Corporation St. Louis, MO	\$ 1,245,000.00 (3 years) FY08-10 Various Funds 071I7200185 Employment Verification Services
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12. DEPARTMENT OF INFORMATION TECHNOLOGY

1) left blank intentionally

Various RE:START Vendors

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

12. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 2) Analysts International
Lansing, MI
- NOT TO EXCEED
\$ 77,945.00 (1 year)
FY08 100% Federal
071I7200305 A Programmer to assist the Department of State Police with the Criminal History Records project to ensure that project goals and objectives of the department are met and to ensure that the milestones and deliverables required for the continuing project funding are met
- 3) Ardent Technologies
Dayton, OH
- NOT TO EXCEED
\$ 54,120.00 (3 years)
FY08-10 100% Federal Funds
071I7200303 For Programmer/Analyst positions to assist with system analysis, programming and system documentation of the Department of Community Health Electronic Death Registry System funded by a grant from the Social Security Administration
- 4) Centurion
New Berlin, WI
- NOT TO EXCEED
\$ 265,200.00 (1 year)
FY08 100% Federal
071I7200307 For a Time and Materials block of hours to assist the Department of Labor and Economic Growth /Unemployment Insurance Agency to support its Interactive Voice Response applications to troubleshoot problems on an "as needed basis"

12. DEPARTMENT OF INFORMATION TECHNOLOGY continued

5) TAC Worldwide NOT TO EXCEED
Dearborn, MI \$ 54,120.00 (3 years)
FY08-10 100% Federal
Withdrawn 071I7200303 Programmer/
Analysts to assist with system
analysis, programming, and
system documentation of a
Department of Community Health
Electronic Death Registry
System

6) Unified Business NOT TO EXCEED
Troy, MI \$ 83,640.00 (3 years)
FY08-10 100% Federal Funds
071I7200304 For a Project
Manager to assist in project
planning, project direction,
project oversight, and system
documentation of the
Department of Community Health
Electronic Death Registry
System funded by a grant from
the Social Security
Administration

13. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Honeywell \$ 420,633.00 (3 years)
Wixom, MI **FY08-10** 100% Restricted Funds
071I7200240 Automated
Security Maintenance

14. DEPARTMENT OF STATE POLICE

1) Mideo Systems, Inc. NOT TO EXCEED
Huntington Beach, CA \$ 55,840.00 (One-Time)
FY08 100% Federal Funds
551R7200025/071I7200257
Mideo Bio-expert Imaging
System

CONTRACT CHANGES

15. CIVIL SERVICE COMMISSION (DEPARTMENT OF MANAGEMENT AND BUDGET)

1) Delta Dental of Michigan \$181,600,000.00 Amendment
Okemos, MI \$531,690,484.00 New Total
FY08-09 100% Restricted Funds
071B3001010 Additional funds
for a two-year option to the
contract for the State Dental
Plan Services for Employees
and Retirees

16. DEPARTMENT OF COMMUNITY HEALTH

1) Michigan Peer Review \$ 1,424,808.00 Amendment
Organization \$ 8,153,803.00 New Total
Farmington Hills, MI **FY08-09** 75% Federal Funds
25% General Funds
071B5200162 Additional funds
for a one-year option to the
contract for Hospital
Admission Review and
Certification Program

17. DEPARTMENT OF CORRECTIONS

1) Superior Seafoods Co. Inc. \$ 1,850,000.00 Amendment
Grand Rapids, MI \$ 4,878,205.26 New Total
FY08 100% General Funds
071B6200340 Additional funds
for Various Food Commodities,
Lower Peninsula

18. DEPARTMENT OF EDUCATION

1) Johnson Pools and Supplies, \$ 30,888.00 Amendment
Inc. \$ 154,440.00 New Total
Flushing, MI **FY08-09** 85% Federal Funds
15% Restricted Funds
071B4200134 Additional funds
for a one-year option to the
contract for Swimming Pool
Maintenance and Repair for the
Schools for the Deaf and Blind

18. DEPARTMENT OF EDUCATION continued

2) Public Policy Associates, Inc. Lansing, MI	\$ 218,236.00 Amendment \$ 327,354.00 New Total FY08-09 100% Federal Funds 071B6200381 Additional funds to add Consultants for low- income families eligible to receive additional academic assistance reauthorized by the No Child Left Behind Act
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19. DEPARTMENT OF HUMAN SERVICES

1) Orchid Cellmark, Inc. East Lansing, MI	\$ 0.00 Amendment \$ 15,525,381.25 New Total FY08-10 66% Federal Funds 34% General Funds 071B1001424 To exercise two one-year options to the contract for Paternity Testing
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20. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Electronic Data System Lansing, MI	\$ 1,647,036.00 Amendment \$ 6,588,144.00 New Total FY08 50% Federal 50% General 071B5200041 Additional funds for a one-year option on the contract for the Medicaid Cost Settlement System
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2) left blank intentionally

20. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RESTART Vendors

**Amendment(s) to existing contract(s)
for Short-term Staff Augmentation
for information technology for
various departments**

3) DataCore
Clinton Township, MI

\$ 438,000.00 Amendment
\$ 872,000.00 New Total
FY08 100% Restricted Funds
071B7200051 Additional funds
for a one-year extension of
the contract for Senior
Technical Staff to assist the
Department of Transportation
and the Operations Systems
Section with key new
generation projects

4) Dewpoint
Lansing, MI

\$ 156,400.00 Amendment
\$ 237,250.00 New Total
FY08 100% Restricted
071B7200153 Additional funds
for a one-year option to the
contract for Professional
Services to assist the
Department of Information
Technology, and the Department
of Labor & Economic Growth/
Office of Financial and
Insurance Services to provide
business and systems analysis
services with companion
documentation for OFIS's O-
base management information
system

5) EDS
Lansing, MI

\$ 239,200.00 Amendment
\$ 478,400.00 New Total
FY08 100% General Funds
071B7200104 Additional funds
for a one-year option to the
contract for Server Support,
CITRIX application support,
coordination, network support,
and LAN and CITRIX
administration for the
Statewide CITRIX system

20. DEPARTMENT OF INFORMATION TECHNOLOGY continued

10) VED Software	\$ 114,400.00	Amendment
Farmington Hills, MI	\$ 228,800.00	New Total
	FY08	50% Federal Funds
		50% General Funds
	071B7200038	Additional funds
		for a one-year option to the
		contract for staff to support
		the Department of Human
		Services (SWSS) Services
		Worker Support System
11) Systems Technology	\$ 63,800.00	Amendment
Farmington Hills, MI	\$ 134,200.00	New Total
	FY08	100% Restricted
	071B7200229	Additional funds
		for five-month option to
		assist in building the Web
		Services Interfaces

21. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Bowe Bell + Howell	\$ 586,432.71	Amendment
Wheeling, IL	\$ 1,029,527.39	New Total
	FY08-11	100% Revolving Funds
	071B7200336	Additional funds
		for the click charges and
		repair parts missed on the
		original mail presort
		equipment, maintenance, and
		software licensing contract
		request
2) Kalamazoo Sanitary Supply	\$ 682,272.18	Amendment
Kalamazoo, MI	\$ 1,365,267.46	New Total
	FY08-09	90% General Funds
		10% Various Funds
	071B7200094	Additional funds
		for Polyethylene Trash Can
		Liners, Just-In-Time,
		Statewide

21. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- 3) Xerox Corporation \$ 33,000.00 Amendment
East Lansing, MI \$ 873,567.62 New Total
FY08 100% Revolving Funds
071B1001213 Additional funds
for a two-month extension of
the contract for Lease/
Purchase and Maintenance of a
copier for Printing Services
at the Secondary Complex and
for additional copies due to
the number of machines in use
being decreased
- 4) Xerox Corporation \$ 74,000.00 Amendment
East Lansing, MI \$ 991,195.62 New Total
FY08 100% Revolving Funds
071B1001442 Additional funds
for a three-month extension of
the contract for Lease/
Purchase and Maintenance of a
copier for Printing Services
and for additional copies due
to the number of machines in
use being decreased
- 5) Xerox Corporation \$ 70,000.00 Amendment
East Lansing, MI \$ 1,035,295.74 New Total
FY08 100% Revolving Funds
071B1001713 Additional funds
for a three-month extension of
the contract for Lease/
Purchase and Maintenance of a
Printer and Scanner for
Printing/Scanning Services and
for additional copies due to
the number of machines in use
being decreased

21. DEPARTMENT OF MANAGEMENT AND BUDGET continued

6) Xerox Corporation \$ 115,000.00 Amendment
East Lansing, MI \$ 1,074,347.50 New Total
FY08 100% Revolving Funds
071B1001714 Additional funds
for a three-month extension of
the contract for Lease/
Purchase and Maintenance of a
Printer and Scanner for
Printing/Scanning Services and
for additional copies due to
the number of machines in use
being decreased

22. DEPARTMENT OF STATE POLICE

1) Collaborative Testing \$ 28,382.00 Amendment
Services, Inc. \$ 63,178.00 New Total
Sterling, VA **FY08** 100% General Funds
071B7200012 Additional funds
for a one-year option to the
contract for Annual and Semi-
annual Proficiency Tests for
the Forensic Analysts at the
MSP Forensic Science Division
required for national
accreditation

23. DEPARTMENT OF TREASURY

1) Detroit Newspaper Partnership, \$ 92,533.12 Amendment
L. P. \$ 392,533.12 New Total
Detroit, MI **FY08-09** 100% Restricted Funds
071B5200025 Additional funds
for a one-year option to the
contract for Advertising the
Unclaimed Property Lists
required by law

2) Discover Financial Services, \$ 746,000.00 Amendment
Inc. \$ 1,386,000.00 New Total
Riverwoods, IL **FY07-10** Various Funds
071B4200304 Additional funds
for a 2-year option and 3-
month extension of the
contract for Discover Card
Services

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

24. DEPARTMENT OF HUMAN SERVICES

- 1) Lionel R. Moran \$398.00

The claimant (07-SAB-095) requests \$398.00 reimbursement for damage done to his automobile, eye glasses and clothing do to an accident while providing a service to the State of Michigan. The Department recommends approval/denial of this claim.

25. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Caryn Wojcik \$427.25

The claimant (07-SAB-132) requests \$427.25 reimbursement for damage to her vehicle when debris from a lawn mower hit it. The Department recommends approval of this claim.

26. DEPARTMENT OF STATE

- 1) Charles Hals \$245.00

The claimant (07-SAB-104) requests \$245.00 reimbursement for a \$135 test fee and \$110 truck rental for a test he was unable to take allegedly due to Secretary of State error. After the review of transactions, the Department recommends denial of this claim.

- 2) Eugene Kemp \$165.00

The claimant (07-SAB-120) requests \$165.00 reimbursement for improper towing charges. The Department recommends approval of this claim.

26. DEPARTMENT OF STATE continued

- 3) Steven Philson \$245.00

The claimant (07-SAB-092) requests \$245.00 reimbursement for a road test fee and rental car fees due to Secretary of State error. The examiner was waived the future rental fee of \$110. The claimant was given the wrong form, so the Department recommends approval of this claim for \$135.00.

- 4) Melita Rakovic \$260.00

The claimant (07-SAB-086) requests \$260.00 reimbursement for her resident alien identification card lost by Secretary of State Office. The Department recommends approval of this claim for the sum of \$370.00 due to a price increase on 7/30/07.

- 5) Kathleen Sherman \$ 10.00

The claimant (07-SAB-091) requests \$10.00 reimbursement for an incorrect beach pass issued by Secretary of State. The Department recommends denial of this claim because claimant could have asked for a county correction at one of the previous renewals but did not do so until now.

27. DEPARTMENT OF TRANSPORTATION

- 1) Jeffrey Cortez \$277.71

The claimant (07-SAB-106) requests \$277.71 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim because the Department did not have adequate notice of the condition.

- 2) Theresa Hurst \$149.20

The claimant (07-SAB-105) requests \$149.20 reimbursement for damage to her vehicle after hitting pothole. The Department recommends approval of this claim.

27. DEPARTMENT OF TRANSPORTATION continued

- 3) Claudia Orr \$178.16

The claimant (07-SAB-124) requests \$178.16 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends approval of this claim.

- 4) Lamont Richmond \$999.99

The claimant (07-SAB-110) requests \$999.99 reimbursement for damage to his motorcycle after hitting a pothole. The Department's denial of this claim because the Department did not have adequate notice of the condition.

- 5) Jonathan Rose \$267.75

The claimant (07-SAB-133) requests \$267.75 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends approval of this claim.

- 6) Tisha Williams \$999.99

The claimant (07-SAB-134) requests \$999.99 reimbursement for damage to her vehicle when debris from a bridge where MDOT employees were working hit her car. The Department recommends approval of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

28. DEPARTMENT OF CORRECTIONS

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

Saginaw Correctional Facility, 9/27/2007

28. DEPARTMENT OF CORRECTIONS continued

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

Ronald Schaaf

Approved

- 3) The Department reports an emergency purchase of \$78,207.50 in FY07 General Funds from Milliman USA to obtain actuarial services for the managed care Request for Proposal.

29. DEPARTMENT OF HUMAN SERVICES

The DHS appropriations bill requires that liens be placed on real property when State Emergency Relief (SER) is issued for mortgage payments, land contract payments, property taxes and home repairs. The lien is required when payments exceed \$250.00 on one or a combination of these services. Such payments were made for delinquent taxes, and the recipients have repaid the department in full. The Department is requesting permission from the Board to release the following lien(s):

830 Smith Street, East Tawas, MI
7591 N. Vandermeulen Rd., Lake City, MI
4856 Maloney Rd, Pinconning, MI
1709 Ring Street, Saginaw, MI

30. DEPARTMENT OF MANAGEMENT AND BUDGET

The Michigan Commission for the Blind Training Center has requested an increase to their petty cash fund from \$500.00 to \$2,000.00 for a total increase of \$1,500.00. The increase would better meet their operational needs for the Training Center.

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.

OFFICE OF THE CHIEF COMPLIANCE OFFICER

MEMORANDUM

October 15, 2007

To: Honorable Jennifer M. Granholm
Governor and Chairperson of the State Administrative Board

James Epolito, Chairperson
Michigan Strategic Fund Board

From: John D. Walter
Chief Compliance Officer
Office of the Chief Compliance Officer

Re: **2007 Q4 Report of the Chief Compliance Officer**

The Chief Compliance Officer is required to report quarterly to the State Administrative Board and the Michigan Strategic Fund Board regarding compliance with internal policies and procedures and with applicable laws related to 21st century jobs fund programs. I am pleased to report that all compliance matters that were addressed during the fourth quarter of the 2007 fiscal year were successfully resolved.

With respect to the Michigan Strategic Fund Board, work by the Chief Compliance Officer focused on review and approval of the agreements into which Credit-Suisse will enter with Quad Partners—the first private equity firm with which the Board authorized an investment—including the limited partnership agreement and the side letter agreement to supplement the partnership agreement to ensure that the firm complies with all of the requirements of the Michigan Strategic Fund Act. Credit-Suisse agreed with all recommendations of the Chief Compliance Officer and took all steps necessary to assure that those recommendations were implemented.

Work also focused on review of the agreements into which Credit-Suisse will enter with Relativity—the second private equity firm with which the MSF Board authorized an investment. Credit-Suisse agreed with all recommendations of the Chief Compliance Officer and is taking all steps necessary to assure that those recommendations are implemented.

Additional work for the MSF Board involved drafting a conflict of interest policy. Input is being sought from the Attorney General, who provides advice to the MSF Board in areas not related to the 21st century jobs fund programs. The policy will thereafter be submitted to the Board for approval.

With respect to the Strategic Economic Investment and Commercialization Board, work continued with respect to the 78 awardees of grants and loans by the SEIC Board for competitive edge technologies. In particular, procedures to monitor the awards and awardees were reviewed and modified as necessary to assure that awardees will be in compliance with the terms of their grants or loans.

The SEIC Board subcommittee on conflicts of interest raised four questions concerning potential conflicts related to Board members employed by large organizations. Answers to these questions were prepared by the Chief Compliance Officer and will be incorporated as part of the SEIC Board conflict of interest policy to give guidance to Board members on how to handle the issues, which relate to common employment of a Board member and an applicant for an award, and contracts, licensing agreements, and equity interests involving an employer of a Board member and an applicant or a collaborator.

Finally, during the fourth quarter of 2007, the Chief Compliance Officer was involved in two additional tasks. The first was the performance audit of the 21st century jobs fund programs by the Auditor General. In this regard, the Chief Compliance Officer met with the auditors as necessary, answered all questions raised, and provided all requested documentation. It should be noted that the audit resulted in no reportable conditions. The second was the preparation of the annual report of the Office of the Chief Compliance Officer, which will be published on the web site of the Michigan Economic Development Corporation.

I look forward to reporting on additional activities related to these and other developments in my next quarterly report.



STATE OF MICHIGAN
DEPARTMENT OF TREASURY
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

ROBERT J. KLEINE
STATE TREASURER

October 25, 2007

Ms. Sherry Bond, Secretary
State Administrative Board
Department of Management and Budget
Lewis Cass Building
PO Box 30026
Lansing, Michigan 48909

Dear Ms. Bond:

In accordance with a resolution adopted by the State Administrative Board on July 9, 1985, we are providing an investment holdings report for the Veterans Benefit Trust Fund as of September 30, 2007, and a summary of investment transactions and detailed monthly transaction reports for the quarter ended September 30, 2007.

A copy of this information is also being provided to the Michigan Veterans Trust Fund Board of Trustees.

If you have any questions regarding the above, please contact Paul R. Nelson, Administrator, Long Term Fixed Income Investments at (517) 373-6722.

Sincerely,

A handwritten signature in black ink that reads "Jon M. Braeutigam".

Jon M. Braeutigam
Acting Director
Bureau of Investments

Enclosures

c: Anne-Marie Dutcher, Director
Michigan Veterans Trust Fund
Paul R. Nelson
Woodrow Tyler

THE VETERANS BENEFIT TRUST FUND
QUARTERLY REPORT - SUMMARY OF INVESTMENT TRANSACTIONS

SUMMARY OF PURCHASES (AT COST)

<u>MONTH</u>		<u>FIXED INCOME</u>
JULY	\$	0.00
AUGUST		0.00
SEPTEMBER		<u>0.00</u>
TOTAL	\$	0.00

SUMMARY OF SALES AND REDEMPTIONS (NET RECEIPTS)

<u>MONTH</u>		<u>FIXED INCOME</u>
JULY	\$	94,884.13
AUGUST		145,528.93
SEPTEMBER		<u>98,590.55</u>
TOTAL	\$	<u><u>339,003.61</u></u>
NET CHANGE	\$	<u><u>(339,003.61)</u></u>

SOURCE: VisualQED
 MODEL: TRANSACTION

USER: BUCK

RUN: 8/07/07 @ 11:31:46

BASIS: COMMITMENT

RANGE: 7/01/07-7/31/07

PRICED: SSB-PR+Aug24/AUG24

D E P A R T M E N T O F M I C H I G A N
 T R E A S U R Y

PURCHASES and SALES REPORT - PS6
 VETERANS BENEFIT TRUST FUN (510)

SEC-ID	DESCRIPTION	TYPE	TRADE	Pur-Par/Shares	Pur-Cost	Sale-Shares/Qty	Sale Proceeds	Gain/Loss
GNMA - MBS 14								
36206FLG	FHA POOL 409927	PYMT	7/01/07			62.76	62.76	.02
36209OH7	GNMA	PYMT	7/01/07		545.95	545.85	1.62	1.62
36212C3C	GNMA	PYMT	7/01/07		150.88	150.88	1.18	1.18
36225AT9	GNMA	PYMT	7/01/07		3,212.17	3,212.17	1.00	1.00
36201MDZ	GNMA	PYMT	7/01/07		8,309.13	8,309.13	103.86	103.86
36200MV8	GNMA	PYMT	7/01/07		14,042.05	14,042.05	87.76	87.76
36241KDY	GNMA	PYMT	7/01/07		14,703.66	14,703.66	248.12	248.12
36207KHA	GNMA POOL	PYMT	7/01/07		5,234.81	5,234.81	-96.52	-96.52
36208LS5	GNMA POOL	PYMT	7/01/07		7,347.18	7,347.18	-135.46	-135.46
36217FKQ	GNMA POOL #192103	PYMT	7/01/07		366.69	366.69		
36203R2A	GNMA POOL #354569	PYMT	7/01/07		381.09	381.09	-5.9	-5.9
36204UC4	GNMA POOL #379991	PYMT	7/01/07		3,485.70	3,485.70	2.82	2.82
36205QBC	GNMA POOL #397035	PYMT	7/01/07		47.20	47.20	2.60	2.60
36205XVT	GNMA POOL #403926	PYMT	7/01/07		4,691.59	4,691.59	42.86	42.86
36206BQ3	GNMA POOL #406474	PYMT	7/01/07		228.86	228.86	.48	.48
36206EM7	GNMA POOL #409082	PYMT	7/01/07		256.58	256.58	9.75	9.75
36206VWE	GNMA POOL #422845	PYMT	7/01/07		73.68	73.68	2.07	2.07
36206AET	GNMA POOL #452246	PYMT	7/01/07		135.30	135.30	2.75	2.75
36202DMP	GNMA	PYMT	7/01/07		749.14	749.14	50.57	50.57
36202DUU	GNMA	PYMT	7/01/07		13,971.36	13,971.36	130.98	130.98
36202EJJ	GNMA	PYMT	7/01/07		7,074.47	7,074.47	17.69	17.69
36202DQZ	GNMA POOL#G23172	PYMT	7/01/07		9,813.88	9,813.88	-30.67	-30.67
					94,884.13	94,884.13	442.89	442.89

S T A T E O F M I C H I G A N
D E P A R T M E N T O F T R E A S U R Y
P U R C H A S E S a n d S A L E S R E P O R T - P S 6
V E T E R A N S B E N E F I T T R U S T F U N (5 1 0)

SOURCE: VisualQED
MODEL: TRANSACTION
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BASIS: COMMITMENT
RANGE: 8/01/07-8/31/07
PRICED: SSB-PR+Aug24/AUG24

SEC-ID	DESCRIPTION	TYPE	TRADE	Pur-Par/Shares	Pur-Cost	Sale-Shares/Qty	Sale Proceeds	Gain/Loss
GNMA - MBS 14								
36206FLG	FHA POOL 409927	PYMT	8/01/07			63.15	63.15	.02
36209QH7	GNMA	PYMT	8/01/07			549.15	549.15	1.63
36212C3C	GNMA	PYMT	8/01/07			149.51	149.51	1.17
36225AT9	GNMA	PYMT	8/01/07			3,583.55	3,583.55	1.12
36201MD2	GNMA	PYMT	8/01/07			8,990.92	8,990.92	112.39
36200KV8	GNMA	PYMT	8/01/07			19,959.17	19,959.17	124.74
36241KDY	GNMA	PYMT	8/01/07			12,874.29	12,874.29	217.25
36207KHA	GNMA POOL	PYMT	8/01/07			5,410.63	5,410.63	-99.76
36208LS5	GNMA POOL	PYMT	8/01/07			- .05	- .05	-626.63
36217FKQ	GNMA POOL #192103	PYMT	8/01/07			33,986.46	33,986.46	
36203NZA	GNMA POOL #354569	PYMT	8/01/07			369.75	369.75	- .60
36204UC4	GNMA POOL #379991	PYMT	8/01/07			383.31	383.31	4.76
36205QBC	GNMA POOL #397035	PYMT	8/01/07			5,877.42	5,877.42	
36205QBC	GNMA POOL #397035	PYMT	8/01/07			- .04	- .04	2.62
36205XVT	GNMA POOL #403926	PYMT	8/01/07			47.50	47.50	
36205XVT	GNMA POOL #403926	PYMT	8/01/07			- .04	- .04	116.54
36206BQ3	GNMA POOL #406474	PYMT	8/01/07			12,757.82	12,757.82	
36206EM7	GNMA POOL #408082	PYMT	8/01/07			230.40	230.40	.49
36206VWE	GNMA POOL #422845	PYMT	8/01/07			15,912.92	15,912.92	604.64
36206AET	GNMA POOL #405246	PYMT	8/01/07			74.16	74.16	2.08
36202DMP	GNMA	PYMT	8/01/07			136.15	136.15	2.77
36202DUU	GNMA	PYMT	8/01/07			785.77	785.77	53.04
36202EJJ	GNMA	PYMT	8/01/07			9,537.89	9,537.89	89.42
36202EJJ	GNMA	PYMT	8/01/07			- .06	- .06	
36202EJJ	GNMA	PYMT	8/01/07			4,865.31	4,865.31	12.16
36202DOZ	GNMA POOL#G23172	PYMT	8/01/07			- .02	- .02	
36202DOZ	GNMA POOL#G23172	PYMT	8/01/07			8,983.91	8,983.91	-28.07
36202DOZ	GNMA POOL#G23172	PYMT	8/01/07			145,528.93	145,528.93	591.78

SOURCE: VisualQED
 MODEL: TRANSACTION
 USER: BUCK
 RUN: 10/09/07 @ 08:57:53
 BASIS: COMMITMENT
 RANGE: 9/01/07-9/30/07
 PRICED: SSB-PR+AUG24/AUG24

STATE OF MICHIGAN
 DEPARTMENT OF TREASURY
 PURCHASES and SALES REPORT - PS6
 VETERANS BENEFIT TRUST FUN (510)

SEC-ID	DESCRIPTION	TYPE	TRADE	Pur-Par/Shares	Pur-Cost	Sale-Shares/Qty	Sale Proceeds	Gain/Loss
GNMA - MBS 14								
36206FLG	FHA POOL 409927	PYMT	9/01/07			63.59	63.59	.02
36209QH7	GNMA	PYMT	9/01/07			552.37	552.37	1.64
36212C3C	GNMA	PYMT	9/01/07			150.52	150.52	1.18
36225AT9	GNMA	PYMT	9/01/07			5,616.84	5,616.84	1.76
36201MDZ	GNMA	PYMT	9/01/07			5,018.16	5,018.16	62.73
36200WV8	GNMA	PYMT	9/01/07			13,407.09	13,407.09	83.79
36241KDY	GNMA POOL	PYMT	9/01/07			18,348.52	18,348.52	309.63
36207KHA	GNMA POOL	PYMT	9/01/07			5,465.54	5,465.54	-100.77
36208LS5	GNMA POOL	PYMT	9/01/07			7,942.86	7,942.86	-146.45
36217FKQ	GNMA POOL #192103	PYMT	9/01/07			372.82	372.82	
36203N2A	GNMA POOL #354569	PYMT	9/01/07			385.55	385.55	-1.60
36204UC4	GNMA POOL #379991	PYMT	9/01/07			2,056.10	2,056.10	1.66
36205QBC	GNMA POOL #387035	PYMT	9/01/07			47.81	47.81	2.63
36205XVT	GNMA POOL #403926	PYMT	9/01/07			4,359.57	4,359.57	39.82
36206BQ3	GNMA POOL #406474	PYMT	9/01/07			231.92	231.92	.49
36206EM7	GNMA POOL #409082	PYMT	9/01/07			107.22	107.22	4.07
36206VWE	GNMA POOL #422845	PYMT	9/01/07			74.66	74.66	2.09
36206AET	GNMA POOL 405246	PYMT	9/01/07			136.99	136.99	2.78
36202DMP	GNMA	PYMT	9/01/07			10,841.95	10,841.95	731.83
36202DUU	GNMA	PYMT	9/01/07			10,630.37	10,630.37	99.66
36202EJY	GNMA	PYMT	9/01/07			5,684.53	5,684.53	14.21
36202DQZ	GNMA POOL#623172	PYMT	9/01/07			7,095.57	7,095.57	-22.17
						98,590.55	98,590.55	1,090.00

QED-VZ90.65
 All amounts US\$ except foreign par.
 Encumbered if # appears after par.
 Pending settlement if * after book.
 Priced: 1=OMARKET,2=OUPREF,9=COST.
 Maturity-Date reflects EXTN trxn.

STATE OF MICHIGAN
 DEPARTMENT OF TREASURY
 WATERMARK INVENTORY

MKT-SOURCE: SSB-EXCLUSIVE+AUG24
 INVESTMENTS OUTSTANDING AS OF 6/30/07 (TRADE BASIS)
 *** CARRY-BASIS IS LAST-STATED BOOK-VALUE ***

*** VETERANS BENEFIT TRUST FUN (510) ***
 PAGE: 171

DELIVER TO: BUCK
 PRODUCTION: 7/09/07
 PROGRAM ID: Q_WATERM.FUND

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
CASH (100)															
6265	CASH	CASH							10,582,736.17	1	1.00000	1	10,582,736.17	10,582,736.17	
1 ITEM IN SUBTOTAL FOR: CASH (TYPE 100)															

FNMA BONDS (1320)															
13724	3136E22C	FNMA	5.250	2/13/14	5.46867	5.250	Aaa	AAA	1,000,000.00		97.76630	1	1,000,000.00	977,663.00	-22,337.00
5.46867 5.250 1,000,000.00 977,663.00															
1 ITEM IN SUBTOTAL FOR: FNMA BONDS (TYPE 1320)															

FHLB - BONDS (1350)															
13933	3128X02D	FHLB	5.000	3/27/18	8.10326	5.000	Aaa	AAA	5,000,000.00		94.06640	1	5,000,000.00	4,703,320.00	-296,680.00
14273	3128X1J	FHLB	4.625	6/04/15	6.36136	4.639	Aaa	AAA	2,900,000.00		94.113710	1	2,896,375.00	2,729,975.90	-166,399.10
7.46509 4.867 7,900,000.00 7,433,295.90															
2 ITEMS IN SUBTOTAL FOR: FHLB - BONDS (TYPE 1350)															

FHLB (1360)															
16568	3133MYAT	FHLB	4.875	4/22/13	4.83352	4.875	Aaa	AAA	2,000,000.00		96.87180	1	2,000,000.00	1,937,436.00	-62,564.00
16421	3133X8VW	FHLB	5.420	10/18/16	7.13076	5.420	N/A	AAA	2,000,000.00		97.10580	1	2,000,000.00	1,942,116.00	-57,884.00
16570	3133X95B	FHLB	4.750	11/04/11	3.65815	4.767	N/A	AAA	2,000,000.00		97.57530	1	1,998,000.00	1,951,506.00	-46,494.00
16938	3133X9T3	FHLB	5.000	12/22/11	3.66741	5.000	N/A	AAA	1,920,000.00		98.24210	1	1,920,000.00	1,886,248.32	-33,751.68
4.83413 5.016 7,920,000.00 7,717,306.32															
4 ITEMS IN SUBTOTAL FOR: FHLB (TYPE 1360)															

QED-V2R9.65
 All amounts US\$ except foreign par.
 Encumbered if # appears after par.
 Pending settlement if * after book.
 Priced: 1=QMARKET,2=QUPRFL,9=COST.
 Maturity-Date reflects EXTN trxn.

S T A T E O F M I C H I G A N
 D E P A R T M E N T O F T R E A S U R Y
 W A T E R M A R K I N V E N T O R Y

PAGE: 172

*** VETERANS BENEFIT TRUST FUN (510) ***

INVESTMENTS OUTSTANDING AS OF 6/30/07 (TRADE BASIS)

*** CARRY-BASIS IS LAST-STATED BOOK-VALUE ***

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
MISC AGY GOV SPONSORED SE (1370)															
14576	31331QA9	FFCB	4.740	4/03/13	4.83610	5.121	Aaa	AAA	2,000,000.00	96.39640	1	1,942,500.00	1,927,928.00	-14,572.00	
16391	31331SBU	FFCB	5.250	10/06/14	5.85825	5.266	Aaa	AAA	1,000,000.00	97.37970	1	998,750.00	973,797.00	-4,953.00	
17746	31331SR7	FEDERAL FARM CREDI	5.150	7/20/12	4.36683	5.190	N/A	AAA	1,000,000.00	98.32790	1	997,656.25	983,279.00	-14,377.25	
16577	31331T6P	FFCB	4.490	3/10/10	2.35905	4.489	Aaa	AAA	1,000,000.00	98.11050	1	1,000,000.00	981,105.00	-18,895.00	
15671	31331T6B	FED FARM CREDIT BA	5.125	4/21/14	5.53921	5.125	N/A	AAA	1,000,000.00	97.15880	1	1,000,000.00	971,588.00	-28,412.00	
14053	31331MYA3	FED HOME LOAN BANK	5.450	4/25/18	8.00254	5.450	Aaa	AAA	2,490,000.00	96.53560	1	2,490,000.00	2,403,736.44	-86,263.56	
=====															
													8,428,906.25	8,241,433.44	-187,472.81

6 ITEMS IN SUBTOTAL FOR: MISC AGY GOV SPONSORED SEMI-ANN (TYPE 1370)

GOVERNMENT BONDS - FRN'S (1380)

13911	31331MWU9	FHLB	5.040	3/24/08	.73425	5.040	Aaa	N/R	1,000,000.00	99.33510	1	1,000,000.00	993,351.00	-6,649.00	
													1,000,000.00	993,351.00	-6,649.00

1 ITEM IN SUBTOTAL FOR: GOVERNMENT BONDS - FRN'S ORFLY (TYPE 1380)

GNMA - MBS 14 (1410)

15558	36200MV8	GNMA	5.000	9/15/33	3.72734	5.111	N/A	N/A	1,151,406.94	94.80858	1	1,144,210.65	1,091,632.51	-52,578.14
8753	36201MDZ	GNMA	6.000	4/15/32	1.53731	6.220	N/A	N/A	476,944.03	99.78253	1	470,982.23	475,906.82	4,924.59
1957	36203N2A	GNMA PO	6.500	4/01/08	.00156	6.432	N/A	N/A	3,798.99	100.57798	1	3,804.90	3,820.95	16.05
2064	36204UC4	GNMA PO	7.000	4/15/09	.01389	7.037	N/A	N/A	47,528.98	101.59859	1	47,490.51	48,288.77	798.26
2106	362050BC	GNMA PO	7.500	6/15/24	.03317	8.584	N/A	N/A	18,484.35	104.71411	1	17,465.98	19,355.72	1,889.74
2112	36205XVT	GNMA PO	7.000	7/15/09	.03534	7.318	N/A	N/A	109,430.09	101.59859	1	108,430.45	111,179.43	2,748.98
2161	36206AET	GNMA PO	7.000	3/15/26	.14694	7.402	N/A	N/A	66,303.63	104.29732	1	64,956.38	69,152.91	4,196.53
2167	36206BQ3	GNMA PO	7.500	4/15/26	.13382	7.604	N/A	N/A	59,502.17	104.81043	1	59,376.46	62,364.48	2,988.02
2171	36206EM7	GNMA PO	8.000	11/15/24	.09458	8.779	N/A	N/A	54,190.41	105.94443	1	52,131.34	57,411.72	5,280.38
2173	36206FLG	FHA POO	7.500	8/15/25	.05568	7.574	N/A	N/A	30,386.39	104.80527	1	30,376.03	31,846.54	1,470.51
2196	36206VWE	GNMA PO	7.500	6/15/26	.09763	8.057	N/A	N/A	32,788.56	104.81043	1	31,868.50	34,365.83	2,497.33
2227	36207KHA	GNMA P	6.500	12/15/13	.39371	6.095	N/A	N/A	448,584.84	102.35979	1	456,855.62	459,170.51	2,314.89

QED-V2R9.65
 All amounts US\$ except foreign par.
 Encumbered if # appears after par.
 Pending settlement if * after book.
 Priced: 1=QMARKET,2=QUPRFL,9=COST.
 Maturity-Date reflects EXTN txns.

STATE OF MICHIGAN
 DEPARTMENT OF TREASURY
 WATERMARK INVENTORY

MKT-SOURCE: SSB-EXCLUSIVE+AUG24
 INVESTMENTS OUTSTANDING AS OF 6/30/07 (TRADE BASIS)
 *** CARRY-BASIS IS LAST-STATED BOOK-VALUE ***

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
2235	36208L85	GNMA PO (454240)	6.500	12/15/13	.16216	6.095	N/A	N/A	398,505.34	102.35979	1	405,852.78	407,909.24	2,056.46	
2257	36209QH7	GNMA (478254)	6.500	6/15/28	.31832	6.596	N/A	N/A	265,618.80	102.11571	1	264,830.24	271,355.39	6,525.15	
2289	36212C3C	GNMA (530095)	7.500	8/15/30	.28651	7.696	N/A	N/A	116,234.56	104.72622	1	115,326.48	121,728.06	6,401.58	
2396	36217FKQ	GNMA PO (192103)	9.500	2/15/17	.02806	9.606	N/A	N/A	25,074.41	108.38303	1	25,074.41	27,176.40	2,101.99	
2514	36225AT9	GNMA (780576)	7.000	12/15/22	.26285	7.060	N/A	N/A	258,877.23	104.09791	1	258,796.33	269,485.78	10,689.45	
20348	36241KDY	GNMA (781919)	5.000	5/15/20	3.13246	5.379	N/A	N/A	931,455.34	97.04192	1	915,737.03	903,902.11	-11,834.92	
													4,473,566.32	4,466,053.17	-7,513.15

18 ITEMS IN SUBTOTAL FOR: GNMA - MBS 14 (TYPE 1410)

GNMA - MBS 19 (1412)															
1876	36202DMP	GNMA (3066)	5.500	4/20/31	1.27405	6.514	N/A	N/A	379,293.29	97.09298	1	353,690.99	368,257.14	14,576.15	
5390	36202DQ2	GNMA PO (G23172)	6.000	12/20/31	7.7673	5.991	N/A	N/A	602,064.01	99.75635	1	603,945.46	600,597.08	-3,348.38	
13202	36202D00	GNMA (3865)	5.500	10/20/32	1.81938	5.590	N/A	N/A	695,708.61	97.11831	1	689,186.34	675,660.43	-13,525.91	
19275	36202EJ0	GNMA (3865)	6.000	6/20/36	6.46916	6.069	N/A	N/A	689,232.62	99.25625	1	687,509.54	684,106.45	-3,403.09	
													2,334,332.33	2,328,631.10	-5,701.23

4 ITEMS IN SUBTOTAL FOR: GNMA - MBS 19 (TYPE 1412)

CORPORATE BONDS - PUBLIC (3110)															
15604	035229CS	ANHEUSER BUSCH	4.500	4/01/18	8.22846	4.809	N/A	A	1,000,000.00	88.46000	1	968,750.00	884,600.00	-84,150.00	
15119	36962GE7	GE CAPITAL CORP	4.250	12/01/10	2.83541	4.588	N/A	AAA	1,000,000.00	96.56240	1	980,000.00	965,624.00	-14,376.00	
17510	437076AL	HOME DEPOT	3.750	9/15/09	1.92297	4.180	N/A	A+	1,000,000.00	96.33400	1	983,150.00	963,340.00	-19,810.00	
15609	717081AQ	PFIZER INC	4.650	3/01/18	8.17732	4.736	N/A	AAA	1,000,000.00	91.39370	1	991,250.00	913,937.00	-77,313.00	
15526	91131UHK	UNITED PARCEL SERV	4.250	9/15/15	6.70223	4.362	N/A	AAA	1,000,000.00	90.14730	1	990,000.00	901,473.00	-88,527.00	
													4,913,150.00	4,628,974.00	-284,176.00

5 ITEMS IN SUBTOTAL FOR: CORPORATE BONDS - PUBLIC (TYPE 3110)

													48,547,066.07	47,369,444.10	-1,177,621.97
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42 ITEMS IN SUBTOTAL FOR: VETERANS BENEFIT TRUST FUN (FUND 510)

OED-VZ89.65
 All amounts US\$ except foreign par.
 Encumbered if # appears after par.
 Pending settlement if * after book.
 Priced: 1=OMARKET,2=OUTPREL,9=COST.
 Maturity-Date reflects EXTN trxn.

STATE OF MICHIGAN
 DEPARTMENT OF TREASURY
 WATERMARK INVENTORY

INVESTMENTS OUTSTANDING AS OF 9/30/07 (TRADE BASIS)
 *** CARRY-BASIS IS LAST-STATED BOOK-VALUE ***

PAGE: 171

*** VETERANS BENEFIT TRUST FUN (510) ***

MKT-SOURCE: SSB-EXCLUSIVE-HAUG24

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
MISC AGY GOV SPONSORED SE (1370)															
14576	31331QA9	FCB	4.740	4/03/13	4.79102	5.121	Aaa	AAA	2,000,000.00		98.82330	1	1,942,500.00	1,976,466.00	33,966.00
16391	31331SB0	FCB	5.250	10/06/14	5.79850	5.266	Aaa	AAA	1,000,000.00		99.30920	1	998,750.00	993,092.00	-5,658.00
17746	31331SR7	FEDERAL FARM CREDI	5.150	7/20/12	4.03346	5.190	N/A	AAA	1,000,000.00		99.92840	1	997,656.25	999,284.00	1,627.75
16577	31331T6P	FCB	4.490	3/10/10	1.93014	4.489	Aaa	AAA	1,000,000.00		99.58060	1	1,000,000.00	995,806.00	-4,194.00
15671	31331TC8	FED FARM CREDIT BA	5.125	4/21/14	5.48289	5.125	N/A	AAA	1,000,000.00		99.18230	1	1,000,000.00	991,823.00	-8,177.00
14053	31331YA3	FED HOME LOAN BANK	5.450	4/25/18	7.92945	5.450	Aaa	AAA	2,490,000.00		98.70840	1	2,490,000.00	2,457,839.16	-32,160.84
=====															
													8,428,906.25	8,414,310.16	-14,596.09

6 ITEMS IN SUBTOTAL FOR: MISC AGY GOV SPONSORED SEMI-ANN (TYPE 1370)

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
GOVERNMENT BONDS - FRN'S (1380)															
13911	3133MMU9	FHLB	5.290	3/24/08	.48219	5.290	Aaa	N/R	1,000,000.00		99.55700	1	1,000,000.00	995,570.00	-4,430.00
													1,000,000.00	995,570.00	-4,430.00

1 ITEM IN SUBTOTAL FOR: GOVERNMENT BONDS - FRN'S QRTLY (TYPE 1380)

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
GNMA - MBS 14 (1410)															
15558	36200MV8	GNMA	5.000	9/15/33	3.61751	5.111	N/A	N/A	1,103,998.63		96.91183	1	1,097,098.64	1,069,905.22	-27,193.42
8753	36201HDZ	GNMA	6.000	4/15/32	1.47047	6.220	N/A	N/A	454,625.82		100.86368	1	448,943.00	458,552.31	9,609.31
1957	36203NZA	GNMA	6.500	4/01/08	.00070	6.432	N/A	N/A	2,649.04		100.63965	1	2,653.16	2,665.98	12.82
2064	36204UC4	GNMA	7.000	4/15/09	.00919	7.037	N/A	N/A	36,109.76		101.71081	1	36,080.54	36,727.53	646.99
2106	36205QBC	GNMA	7.500	6/15/24	.03270	8.584	N/A	N/A	18,341.88		105.01239	1	17,331.36	19,261.25	1,929.89
2112	36205XVT	GNMA	7.000	7/15/09	.02511	7.318	N/A	N/A	87,621.15		101.71081	1	86,820.73	89,120.18	2,299.45
2161	36206AET	GNMA	7.000	3/15/26	.14555	7.402	N/A	N/A	65,895.19		104.90411	1	64,556.24	69,126.76	4,570.52
2167	36206BQ3	GNMA	7.500	4/15/26	.13158	7.604	N/A	N/A	58,810.99		105.06853	1	58,686.75	61,791.84	3,105.09
2171	36206EW7	GNMA	8.000	11/15/24	.06578	8.779	N/A	N/A	37,913.69		106.24313	1	36,473.08	40,280.69	3,807.61
2173	36206FLG	FHA POO	7.500	8/15/25	.05503	7.574	N/A	N/A	30,196.89		105.08248	1	30,186.59	31,731.64	1,545.05
2196	36206VWE	GNMA	7.500	6/15/26	.09647	8.057	N/A	N/A	32,566.06		105.06853	1	31,652.24	34,216.68	2,564.44
2227	36207KHA	GNMA	6.500	12/15/13	.36823	6.095	N/A	N/A	432,473.86		102.76686	1	440,447.60	444,439.78	3,992.18

DELIVER TO: BUCK
 PRODUCTION: 10/09/07
 PROGRAM ID: Q_WATERM.FUND

STATE OF MICHIGAN
 DEPARTMENT OF TREASURY
 WATERMARK INVENTORY

QED-VZ99.65
 All amounts US\$ except foreign par.
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 Pending settlement if * after book.
 Priced: 1=QMARKET, 2=QUPREL, 9=COST.
 Maturity-Date reflects EXTN trxn.

MKT-SOURCE: SSB-EXCLUSIVE+Aug24

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
2235	36208LS5	GNMA PO (454240)	6.500	12/15/13	.13786	6.095	N/A	N/A	349,228.89	102.76686	1	355,667.80	358,891.55	3,223.75	
2257	362090H7	GNMA (478254)	6.500	6/15/28	3.1544	6.596	N/A	N/A	263,971.33	102.61528	1	263,187.66	270,874.91	7,687.25	
2289	36212C3C	GNMA (530095)	7.500	8/15/30	.28446	7.696	N/A	N/A	115,783.65	104.91954	1	114,479.09	121,479.68	6,600.59	
2396	36217FKQ	GNMA PO (192103)	9.500	2/15/17	.02731	9.606	N/A	N/A	23,965.15	108.72049	1	23,965.15	26,055.03	2,089.88	
2514	36225AT9	GNMA (780576)	7.000	12/15/22	.24883	7.060	N/A	N/A	246,464.67	104.79397	1	246,387.65	258,280.11	11,892.46	
20348	36241RDY	GNMA (781919)	5.000	5/15/20	2.95553	5.379	N/A	N/A	885,528.87	98.39665	1	870,365.57	871,330.75	745.18	
										4,246,145.52		4,225,602.85	4,264,731.89	39,129.04	

INVESTMENTS OUTSTANDING AS OF 9/30/07 (TRADE BASIS)
 *** CARRY-BASIS IS LAST-STATED BOOK-VALUE ***

18 ITEMS IN SUBTOTAL FOR: GNMA - MBS 14 (TYPE 1410)

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
1876	36202DMP	GNMA (3066)	5.500	4/20/31	1.23851	6.514	N/A	N/A	366,916.43	98.43426	1	342,149.57	361,171.49	19,021.92	
5390	36202DQZ	GNMA PO (623172)	6.000	12/20/31	.74537	5.991	N/A	N/A	576,170.67	100.76981	1	577,971.20	580,606.08	2,634.88	
13202	36202D0U	GNMA	5.500	10/20/32	1.73944	5.590	N/A	N/A	661,568.99	98.41877	1	655,366.78	651,108.03	-4,258.75	
19275	36202EJJ	GNMA (3865)	6.000	6/20/36	6.28169	6.069	N/A	N/A	671,608.37	100.28750	1	669,929.35	673,539.24	3,609.89	
										2,276,264.46		2,245,416.90	2,266,424.84	21,007.94	

4 ITEMS IN SUBTOTAL FOR: GNMA - MBS 19 (TYPE 1412)

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
15604	035229CS	ANHEUSER BUSCH	4.500	4/01/18	8.15410	4.809	N/A	A	1,000,000.00	90.03250	1	968,750.00	900,325.00	-68,425.00	
15119	369626E7	GE CAPITAL CORP	4.250	12/01/10	2.80685	4.588	N/A	AAA	1,000,000.00	97.95160	1	980,000.00	979,516.00	-484.00	
17510	437076AL	HOME DEPOT	3.750	9/15/09	1.46987	4.180	N/A	BBB+	1,000,000.00	97.05280	1	983,150.00	970,528.00	-12,622.00	
15609	717081AQ	PFIZER INC	4.650	3/01/18	7.99741	4.736	N/A	AAA	1,000,000.00	93.10020	1	991,250.00	931,002.00	-60,248.00	
15526	911131UH	UNITED PARCEL SERV	4.250	9/15/15	6.44693	4.362	N/A	AAA	1,000,000.00	93.27910	1	990,000.00	932,791.00	-57,209.00	
										5,000,000.00		4,913,150.00	4,714,162.00	-198,988.00	

5 ITEMS IN SUBTOTAL FOR: CORPORATE BONDS - PUBLIC (TYPE 3110)

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
42	99627	VETERANS BENEFIT TRUST FUN							48,710,635.31			48,505,676.33	48,083,387.56	-422,288.77	

42 ITEMS IN SUBTOTAL FOR: VETERANS BENEFIT TRUST FUN (FUND 510)

INVT#	Sec-Id	DESCRIPTION	RATE	MATURITY	DURATION	YIELD	MOO	S&P	POSITION-SIZE	#	PRICE	\$	CARRY-BASIS	MARKET-VALUE	* \$-ABOVE/BELOW
										48,710,635.31		48,505,676.33	48,083,387.56	-422,288.77	

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of October 30, 2007. After review of the forgoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held October 30, 2007, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

November 6, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **October 31, 2007.** Those present being:

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

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

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

The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

October 31, 2007 / November 6, 2007
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

Approval of items on this agenda authorizing expenditures in the fiscal year beginning on October 1, 2007 and ending on September 30, 2008 are contingent upon the enactment of appropriations for the fiscal year beginning on October 1, 2007 and ending on September 30, 2008.

AWARD OF CONTRACT FOR PROFESSIONAL SERVICES

1. DEPARTMENT OF ENVIRONMENTAL QUALITY, MIO – Hoskins Manufacturing Mio Site – Environmental Engineering Site Investigation and Feasibility Study
File No. 761/07186.SAR – Index No. 44301
Low Responsive Proposal: STS Consultants Ltd. of Michigan, P.C., Lansing;
\$1,143,500.68

Purpose/Business Case

The purpose of the contract is to provide professional environmental services, for a period of three years, for investigation and cleaning up of the contamination at the Hoskins Manufacturing Mio Plant site. The site is a former manufacturing facility that operated from the 1960s until 2002. The facility manufactured thermoelectric nickel and chromium alloys in the form of wire, strip and ribbon. Contaminated materials at the site may present health and safety hazards to the public. The professional will be required to perform environmental investigation and conduct a feasibility study of remediation alternatives to remediate the site.

Benefit

The state will benefit by obtaining engineered alternatives to determine the best way to remediate the site.

Funding

100% Clean Michigan Initiative (CMI)

Commitment

This contract was obtained through a competitive selection process. The cost of this contract is fixed based on the professional's quotation. The amount of this contract is within the original authorized budget cost.

Risk Assessment

Failure to approve this contract will result in the state not having adequate information to determine the best course of action for remediation of the site.

Zip Code
48647

AGREEMENT FOR RESPONSE ACTIVITIES

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, GLADSTONE – Gladstone Creosote Discharge Site - Agreement for Operation and Maintenance Services
That the agreement between the State of Michigan and the City of Gladstone, Delta County, Michigan, be approved for \$105,200 to provide all required operation and maintenance services to the remediation system at the Gladstone Creosote Discharge Site, Gladstone, Michigan.

Purpose/Business Case

The purpose of this Agreement is to provide operation and maintenance of the remediation system at the Gladstone Creosote Discharge Site. Work includes providing all operation and maintenance services required to the remediation system functioning properly for a period of three years.

Benefit

The benefit of this project is to public health and the environment. As a result of the successful response activities, hazards at this facility will be minimized and the property returned to a beneficial use.

Funding Source

100% Clean Michigan Initiative (CMI) Fund

Commitment

The cost for this agreement is fixed based on that which was negotiated with the City of Gladstone.

Risk Assessment

Failure to approve this agreement results in the continued presence of hazardous substance and its associated risks and public safety issues. If the operation and maintenance work is not performed, the contamination will be allowed to seep onto the beach and into Little Bay De Noc.

Zip Code
49837

REVISIONS TO CONSTRUCTION CONTRACTS

3. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – George W. Romney State Office Building – Energy Initiatives – Replace Cooling Tower and Piping
File No. 071/06405.RMP – Index No. 53182
Shaw-Winkler, Inc., East Lansing; CCO No. 2, Incr. \$22,095.75

Purpose/Business Case

The purpose of this change order is to remove and replace the existing hot water heater, control valves and alarm sensors. The existing water heater is sixteen years old, leaking, and rusted at the flange. The contractor is unable to repair and weld the flange due to the condition of the existing water heater and piping.

Benefit

The state will benefit by having the existing high maintenance water heater replaced with a more energy efficient unit.

Funding Source

100% State Building Authority Funds

Commitment Level

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

Risk Assessment

Failure to approve this change order will result in the potential for a water heater failure which would leave the building without hot water.

Zip Code

48933

4. DEPARTMENT OF ENVIRONMENTAL QUALITY, BATTLE CREEK – Verona Well Field, Thomas Solvents Raymond Road – Operation and Maintenance of the Groundwater Treatment System
File No. 761/04104.RRD – Index No. 44071
Earth Tech, Inc., Grand Rapids; CCO No. 1, Incr. \$827,913.00

Purpose/Business Case

The purpose of this contract change order is to allow the contractor to provide operation and maintenance services to the groundwater treatment system for five years, and increase allowances to cover unscheduled maintenance of the treatment system, extended operation and maintenance services and miscellaneous system modifications. The change will allow the continuous operation and maintenance of the treatment system without interruption.

Benefit

The contract change order will allow the agency to continue the needed operation and maintenance services to remediate the groundwater and reduce the potential impact on the municipal well field from the site.

Funding Source

100% Clean Michigan Initiative (CMI).

Commitment

This contract change order is for allowing continuous operation and maintenance services of the remediation system. The additional costs provided by the construction contractor are in response to bulletins provided by the PSC. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this change order will result in the shut down of the remediation system and therefore result in a potential violation of environmental regulations and adverse impact on the municipal well field. The contaminated materials at the site present health and safety hazards to the public.

Zip Code

49017

5. DEPARTMENT OF NATURAL RESOURCES, MACKINAC ISLAND – Mackinac Island State Harbor of Refuge – Dock Repairs
File No. 751/03303.RAA - Index No. 99049
Morrish-Wallace Construction Company, Inc. /dba Ryba Marine Construction, Cheboygan; CCO No. 4, Incr. \$106,517.20

Purpose/Business Case

This change order is due to previously unknown site conditions at the time of bidding.

Benefit

This contract change order will insure proper structure details, connections and beam strength to support actual loading.

Funding Source

100% Restricted Funds (Waterways)

Commitment Level

The additional costs provided by the construction contractor are in response to bulletins provided by the PSC. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this contract change order will result in the potential for structural failure due to improper and inadequate structural connections and structural beam details.

Zip Code

49757

6. DEPARTMENT OF MANAGEMENT AND BUDGET, SAGINAW – Saginaw State Office Building - Humidifier and Chiller System
File No. 071/06102.MNB – Index No. 44410
Goyette Mechanical, Flint; CCO No. 2, Incr. \$22,250.83

Purpose/Business Case

The purpose of this change order is to balance 142 variable air volume boxes and calibrate their controls to increase the energy efficiency of the system.

Benefit

These changes will provide a heating and cooling system that is energy efficient and reduces total operating costs.

Funding Source

100% Agency Operating Funds

Commitment

The additional costs provided by the construction contractor are in response to bulletins provided by the PSC. The amount of this contract is within the original authorized budget cost.

Risk Assessment

Failure to approve this change order will result in a non energy efficient HVAC system and increase in cost to heat and cool the five story building.

Zip Code

48601

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

7. DEPARTMENT OF STATE, BESSEMER - Addendum #1 to Lease #1158 approved by the State Administrative Board on June 18, 2002, Item #6, between Stanely J. Servia as Trustee of the Stanley J. Servia Revocable Living Trust dated September 26, 1996, A Trust , 1301 East Iron Street, Bessemer, Michigan 49911, as Lessor, and the State of Michigan, by the Department of Management and Budget for the Department of State, as Lessee, for 1,200 square feet of space located at 206 East Mary Street, Bessemer, Michigan 49911. This Addendum provides for extending the lease term five years with an increase in the rental, adding a five year renewal option, removing the tax adjustments, and providing for renovations at the Department's request. The annual per square foot rental rate is \$8.40 (\$840.00 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 with 90-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

This Addendum provides for extending the existing Lease term, adding a renewal option, renovations, and removing the tax adjustments.

Benefit

This Addendum allows the Department to remain at the current location and avoid relocation costs. They have occupied this space since 1972. The rental rate is within the market rate.

Source of Funds

27% General Fund; 73% Restricted Funds

Commitment Level

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

Risk Assessment

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

Zip Code

49911

8. DEPARTMENT OF STATE, FARMINGTON HILLS – Addendum #1 to Lease #7666-2006 approved by the State Administrative Board on January 16, 2007, Item #11, between Muirwood Square Associates L.L.C., a Limited Liability Company, 31731 Northwestern Highway, Suite 250W, Farmington Hills, Michigan 48334, as Lessor, and the State of Michigan, by the Department of Management and Budget for the Department of State, as Lessee, for 3,330 square feet of office space located at 35572 Grand River Avenue, Farmington Hills, Michigan 48334. This Addendum provides for decreasing the square footage from the original Lease, and change the rental rate accordingly, delete the construction and up-front cost provisions, change the beginning and ending

dates of the Lease, and supersede and cancel the current rental agreement. The annual per square foot rental rate for this space is \$22.95 (\$6,368.63 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 with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

To decrease the square footage by 1,300 square feet, and change the rental rate to reflect this change, delete the construction and up-front cost provisions, change the beginning and ending dates of the Lease and supersede and cancel the current rental agreement.

Benefit

This will allow the department to continue to occupy the space under the current square footage requirements and will avoid construction and furniture costs for moving and renovation of space.

Funding Source

27% General Fund; 73% Restricted Funds

Commitment Level

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

Risk Assessment

Non-approval of this Addendum will hinder the Department from continuing to conduct uninterrupted business on a daily basis.

Zip Code

48334

RENEWAL OF LEASE FOR PRIVATE PROPERTY

9. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, OAK PARK – Renewal of Lease #4397-2006 effective February 1, 2008, through June 30, 2008, with Greenfield Lincoln Investments #2, LLC, a Michigan Limited Liability Company, 7115 Orchard Lake Road, Suite 220, West Bloomfield, Michigan 48322, Lessor, and the State of Michigan, by the Department of Management and Budget for the Department of Labor and Economic Growth, as Lessee, for 11,831 square feet of office space located at 25900 Greenfield Road, Oak Park, Michigan 48237. The annual per square foot rental rate for this space is \$0.00 (\$0.00 per month). Effective July 1, 2008, through November 30, 2018, the annual per square foot rental rate for this space is \$14.00 (\$13,802.83 per month). This is a full service Lease. This Lease contains two five-year renewal options with an annual per square foot rental rate to be determined on current market rates in the year of renewal. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This will allow the department to continue meeting the needs of their customers. They assist employers in health and safety issues and are required to co-locate with Michigan Works! Agencies in offices across the state.

Benefit

Allows the Agency to continue to provide services in the same geographical location where this service is needed without disruption.

Source of Funds

100% Federal Funds

Commitment Level

Ten year ten months through November 30, 2018 with two five-year renewal options; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from co-location with other agencies and Michigan Works! Agency to fulfill their obligations to the state work force.

Zip Code

48237

RECOMMENDATION FOR CONTRACT CHANGE ORDER

10. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - CCO #3 for Lease #10853 approved by the State Administrative Board on August 15, 2000, Item #4 between Lawrence D. and Doris A. Clark, as Lessor, and the State of Michigan for the Department of Management and Budget, as Lessee. This CCO provides for relocation of an electrical disconnect and power feeds and installation of an electrical outlet, as requested by the Department of Management and Budget at a cost not-to-exceed \$1,320.00. The space is located at 7707 Rickle Rd., Lansing, Michigan 48917

Purpose/Business Case

The purpose of this CCO is to relocate the glassware washer, electrical power disconnect to an unobstructed area in response to an observed hazard identified by a MIOSHA consultant. Relocate power feeds for an air compressor, x-ray diffractometer chiller, and ion coupled plasma spectrometer chiller to electrical panel with generator backup power and install a 208 VAC 15A outlet in room #118.

Benefit

This CCO allows for relocation of the glassware washer, electrical power disconnect in response to an observed hazard identified by a MIOSHA consultant. Moving of the chiller and compressor electrical feeds to the generator backup powered panel will ensure laboratory makeup air control will continue to function in the event of a power outage. Power interruption to the chiller causes the instrument to shutdown, requiring up to four hours of re-equilibration. Power feed relocation will ensure that the chillers will continue to operate and maintain instrument stability during power interruptions. Installation of the 208 VAC 15A outlet in room #118 will bring the laboratory microwave into service and will decrease sample preparation time, allowing results to be reported more quickly to protect Michigan workers.

Funding Source

100% General Fund, General Purpose, billed back to Department of Management and Budget from authorized Department of Labor & Economic Growth funds.

Commitment Level

Present through March 31, 2016; however, this Lease contains an Executive New cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from complying with a MIOSHA hazard notice recommendation to relocate the glassware washer disconnect.

Relocation of the power feeds to the back-up power panel will allow the air compressor, the chillers, x-ray diffractometer, and ion coupled plasma spectrometer to operate in the event of a power failure. Installation of the 15 amp 208 volt circuit is necessary in order to power the microwave metals digestion oven just purchased. This piece of equipment can not be utilized until the new 208 volt service is installed.

Zip Code

48917

11. DEPARTMENT OF COMMUNITY HEALTH, LANSING - CCO #11 for Lease #11169 approved by the State Administrative Board on December 8, 2005, Item #1 between Hart of the City Associates, Inc., as Lessor, and the State of Michigan, by the Department of Management and Budget for the Department of Community Health, as Lessee. This CCO provides for removing existing surge protectors and wiring from the floor and adding new surge protectors, as requested by the Department of Community Health at a cost not-to-exceed \$742.50. The space is located at 400 South Pine Street, Lansing, Michigan 48933.

Purpose/Business Case

The purpose of this CCO is to allow the Department to convert two filing rooms into fully functional work stations. There is no work space available at this location for these two employees without approval of this change order.

Benefit

This CCO allows for the removal of existing surge protectors and wiring from the floor and furniture and the installation of new wiring and surge protectors to accommodate converting two file rooms on the 7th floor into staff offices.

Funding Source

100% Federal Funds

Commitment Level

Present through June 30, 2029; however, this Lease contains a Legislative Restrictive cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from equipping two employees with adequate office space to perform their assigned tasks.

Zip Code

48933

LICENSE AGREEMENT

12. RECOMMENDATION TO GRANT A MPSCS TOWER CO-LOCATION LICENSE TO KALAMAZOO COUNTY FOR FIRE PAGING COMMUNICATIONS AT MPSCS TOWER SITE 5104

The Department of Management and Budget (DMB), on behalf of the Department of Information Technology (DIT), for the Michigan Public Safety Communications System (MPSCS), recommends that the State Administrative Board, under authority of the Management and Budget Act, 1984 PA 431, MCL 18.1221, grant a non-proprietary, non-exclusive, revocable, co-location license (License) to Kalamazoo County, a MPSCS member (Licensee), for the installation, operation, and maintenance of Licensee owned fire-paging telecommunications equipment on MPSCS Tower Site 5104, located in Kalamazoo County, Michigan, in accordance with the terms of the MPSCS Co-location License Agreement between the parties.

Purpose/Business Case

Since the MPSCS does not provide fire-paging services to its members, DIT desires to facilitate this service to Licensee as an additional benefit of MPSCS membership.

Benefit

The MPSCS will benefit from Kalamazoo County's continued support and membership in the MPSCS in the provision of public safety communications throughout the State.

Funding Source

N/A

Commitment Level

N/A

Risk Assessment

Non-approval of this License will prevent Kalamazoo County from being able to provide fire-paging communications and may prevent its continued membership in the MPSCS.

Zip Code

49047

Ms. MacDowell presented the Building Committee Report for the regular meeting of October 31, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held October 31, 2007, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

November 6, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources Committee was held at 3:30 p.m. on October 31, 2007. Those present being:

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

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget; Tom Hoane, Department of Natural Resources; Brian Armstrong, Julie Benvenuto, Keith Brown, Deanna Finch, Connie Hanrahan, Amy Meldrum, Kathy Popoff, Mike Smith, Betsy Steudle, Karen Watson, Department of Transportation

The Department of Natural Resources agenda was presented.

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

There was no Department of Environmental Quality agenda presented.

The Department of Transportation agenda was presented.

Retroactive letters were received from Kirk Steudle, Director of the Department of Transportation, regarding Items 13 and 58.

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

Mr. Pavona adjourned the meeting.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - October 31, 2007, 2007- 3:30 P.M.
State Administrative Board Meeting - November 6, 2007 - 11:00 A.M.

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

MINERAL LEASES

1. THREE DIRECT METALLIC MINERAL LEASES - DEVELOPMENT WITH RESTRICTION:

Kennecott Exploration Company, of Oro Valley, Arizona, Department of Natural Resources minerals, 400 acres, more or less, Sections 1 and 2, T45N, R44W, Bessemer Township, and Section 27, T46N, R43W, Marenisco Township, Gogebic County.

Terms: Ten-year term, standard rental (\$3.00 per acre), royalty (variable), and bonus consideration of \$1,200.00 (\$3.00 per acre).

2. ONE DIRECT NONMETALLIC (SALT) MINERAL LEASE - NONDEVELOPMENT: Detroit Salt Company, LLC of Detroit, Michigan, Department of Transportation and Department of Natural Resources mineral rights, 30.92 acres, more or less, located in the Shipyard Tract and Private Claims 67 and 718, T02S, R11E, City of Detroit, Wayne County.

Terms: Ten-year primary term with possible extension, if in the best interest of the State. Rental of \$3.00 per acre for the first five years, minimum royalty of \$10.00 per acre, the sixth year (increasing \$5.00 per acre each year to a maximum of \$30.00 per acre), royalty rate of 3.24 percent of the sale value and bonus consideration of \$309.20 (\$10.00 per acre).

The Director of the Department of Natural Resources approved Item 1 on October 12, 2007. The Acting Chief, Forest, Mineral and Fire Management approved Item 2 on October 8, 2007. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

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

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 31, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: November 6, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting. Approval of items on this agenda authorizing expenditures in the fiscal year beginning on October 1, 2007, and ending on September 30, 2008, are contingent upon the enactment of appropriations for the fiscal year beginning on October 1, 2007, and ending on September 30, 2008.

CONTRACTS

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

Amendatory Contract (2007-0775/A1) between MDOT and the City of Battle Creek will increase the contract amount by \$300,000 due to higher than anticipated bids for the construction for the site preparation. The original contract provides for the undertaking of the site preparation for a new maintenance/snow removal equipment facility at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract term remains unchanged, September 21, 2007, through September 20, 2027. The revised contract amount will be \$1,300,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$ 950,000	\$285,000	\$1,235,000
State Bond Funds	\$ 25,000	\$ 7,500	\$ 32,500
City of Battle Creek Funds	\$ 25,000	\$ 7,500	\$ 32,500
Total	<u>\$1,000,000</u>	<u>\$300,000</u>	<u>\$1,300,000</u>

Criticality: The relocation of the airport's existing maintenance/SRE facilities is required for a parallel general aviation runway. The existing facility is one of the oldest buildings on the airfield and badly in need of replacement. The construction of the site preparation for the new building is essential for the overall parallel runway project. The parallel runway will enhance the operational safety of the airport.

Purpose/Business Case: To increase the contract amount to cover higher than anticipated bids for the site preparation construction. The original amount was based on estimates. This amendment is based on actual costs associated with the project.

Benefit: Will provide the additional funding needed to complete the project.

Funding Source: 95% Federal Aviation Administration Funds; 2.5% State Bond Funds; 2.5% City of Battle Creek Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If this amendment is not approved, the additional federal funds would be lost and airport safety could be negatively impacted.

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

* Denotes a non-standard contract/amendment

Selection: N/A.

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

Zip Code: 49015.

2. AERONAUTICS AND FREIGHT (Aeronautics) – Expansion of Intermodal Cargo Apron

Contract (2007-0865) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for the expansion of the intermodal cargo apron (phase II) at the Bishop International Airport in Flint, 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 \$333,168. Source of Funds: FAA Funds - \$316,510; State Bond Funds - \$8,329; BIAA Funds - \$8,329.

Criticality: There has been a significant increase in cargo traffic at this airport. The construction of a new ramp for freight operations needs to be completed as soon as possible because it is essential to create a safer and more efficient system.

Purpose/Business Case: To provide for the development of the west intermodal cargo apron. An increase in cargo traffic necessitates the construction of a new ramp for freight operations.

Benefit: The expansion is part of a larger intermodal hub development project, which will allow a smooth and efficient transfer of goods between air, highway, and rail transportation. The expansion will provide an apron that meets all federal and state safety and airport design standards. In addition, cargo and freight shipments will boost the economy in the Flint area.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% BIAA 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 could 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 seven bidders.

Selection: N/A.

New Project Identification: The expansion is 50 percent new work and 50 percent rehabilitation.

Zip Code: 48507.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Sound Attenuation

Contract (2008-0021) between MDOT and the County of Oakland will provide federal and state grant funds for residential sound attenuation at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,684,210. Source of Funds: FAA Funds (via block grant) - \$3,500,000; State Bond Funds - \$92,105; Oakland County Funds - \$92,105.

Criticality: The airport is federally mandated under CFR 14, Part 150, Airport Noise Compatibility Planning, to provide sound attenuation to the homes surrounding the Oakland County International Airport. Delaying this project could jeopardize the federal funding earmarked for noise mitigation at this airport.

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

Benefit: Will provide noise protection for airport area residents, in accordance with CFR 14, Part 150, Airport Noise Compatibility Planning, by reducing noise exposure.

Funding Source: 95% FAA Funds; 2.5% 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 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. It is a continuation of the sound attenuation program for 2007.

Zip Code: 48327.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Wetland Mitigation Bank Credits

Contract (2008-0022) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the purchase of wetland mitigation bank credits at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 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 \$97,250. Source of Funds: FAA Funds (via block grant) - \$77,800; State Bond Funds - \$17,018; Jackson County Funds - \$2,432.

Criticality: The wetland bank credits are necessary to satisfy MDEQ requirements for wetland mitigation. Delaying the project would risk noncompliance with MDEQ requirements.

Purpose/Business Case: To provide for the purchase of wetland mitigation bank credits that are needed to replace wetland fill due to the extension of runway 14/32. MDOT previously purchased 56.2 acres of wetland bank credits using federal and state grant funds. These credits are available to be used by various airports to satisfy their wetland mitigation requirements.

Benefit: Will satisfy the wetland mitigation needs of the airport.

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

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risks of not approving the contract are increased costs associated with constructing wetlands and delayed projects.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49202.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Tree Clearing

Contract (2008-0023) between MDOT and the City of Plainwell will provide state grant funds for tree clearing at the Plainwell Municipal Airport in Plainwell, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years, in accordance with Federal Aviation Administration (FAA) guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$40,000. Source of Funds: State Bond Funds - \$38,000; City of Plainwell Funds - \$2,000.

Criticality: This project will enhance airport safety and increase capacity for aeronautical activity. It is mandated by the FAA for operational safety reasons. A delay in the project could impact airport safety.

Purpose/Business Case: To provide for tree clearing, including an approach survey.

Benefit: Will enhance airport safety.

Funding Source: 95% State Bond Funds and 5% City of Plainwell 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 government cannot afford the cost without state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder. The consultant contract for design services was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49080.

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

Authorization Revision (39008-100594) under Master Agreement (79-0568), dated June 8, 1979, between MDOT and National Railroad Passenger Corporation (Amtrak) will increase the authorization amount by \$119,385 to provide for additional advance warning time. The original authorization provides for the supplement of the existing active warning devices with a traffic signal interconnection and upgraded activation circuitry at Amtrak's grade crossing of 11th Street in Kalamazoo County, Michigan. Subsequent to the field meeting and the initial field estimate, the Kalamazoo County Road Commission determined that additional advance warning time is necessary for proper operation of the traffic signal interconnection, and Amtrak has now provided MDOT with a detailed estimate that reflects a significant amount of extra circuitry. This work, to be undertaken as an upgrade to a detour route to serve a pending 2008 critical bridge project, will improve motorist safety. The revised authorization amount will be \$134,692.50. The revised project cost is now estimated at \$269,385. Source of Funds: Federal Highway Administration (FHWA) Funds - \$134,692.50; Kalamazoo County Road Commission Funds - \$134,692.50.

Criticality: The proposed work to enhance the 11th Street railroad crossing warning system is critically important to establishing a detour route in advance of a planned 2008 critical bridge project on 9th Street in Kalamazoo County. The work must be completed before the diverted traffic from 9th Street begins to use the detour route. If this revision is not approved and the safety enhancement project is not completed, the critical bridge project could be delayed indefinitely.

Purpose/Business Case: To provide for additional advance warning time and increased funding for the installation of a traffic signal interconnection and upgraded activation circuitry at the existing grade crossing of Amtrak with 11th Street in Kalamazoo County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: Will allow the railroad to proceed with this important project to enhance motorist safety in advance of the planned critical bridge project.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. FHWA Funds - \$134,692.50; Kalamazoo County Road Commission Funds - \$134,692.50.

Commitment Level: The revised authorization amount is based on Amtrak's detailed estimate and will be paid on a force account basis.

Risk Assessment: Exposure to risk at highway-railroad grade crossings is measured using an FHWA-approved formula known as the New Hampshire Index. This crossing is currently equipped with active warning devices; installation of the supplemental active warning devices will reduce motorist exposure to risk by 45 percent.

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

Selection: N/A.

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

Zip Code: 49009.

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

Authorization (47010-101721) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of half-roadway gates and appropriate activation circuitry at CSX's grade crossing of Burkhart Road in Livingston County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Livingston County Road Commission and approved on September 19, 2007. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$105,000; FY 2008 State Restricted Trunkline Funds - \$70,000.

Criticality: In September 2007, members of a review team determined that the existing active warning devices needed to be supplemented with half-roadway gates to provide appropriate warning for motorists. An administrative Order is expected to be issued soon mandating that CSX make the safety enhancements.

Purpose/Business Case: To provide for the installation of half-roadway gates and appropriate activation circuitry at the existing grade crossing of CSX with Burkhart Road in Livingston County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of half-roadway gates and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$105,000; FY 2008 State Restricted Trunkline Funds - \$70,000.

Commitment Level: The authorization amount is based on CSX's field estimate and will be paid on a force account basis.

Risk Assessment: Exposure to risk at highway-railroad grade crossings is measured using an FHWA-approved formula known as the New Hampshire Index. This crossing is currently equipped with side-of-street flashers only; installation of the supplemental active warning devices will reduce motorist exposure to risk by 63 percent.

* Denotes a non-standard contract/amendment

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

Selection: N/A.

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

Zip Code: 48843.

8. *AERONAUTICS AND FREIGHT (Freight) - Revise Scope, Increase Amount, Renew and Extend Project Completion Period

Amendatory Contract (2006-260/A1) between MDOT and National Standard, LLC, will provide for changes to the project scope, will increase the contract amount by \$101,530 (in National Standard, LLC, funds), and will renew and extend the project completion period by approximately seven months to provide sufficient time for National Standard, LLC, to complete the revised scope of work. The length of the railroad spur has been reduced from 1,950 feet to 1,580 feet, as a more efficient layout was designed. Also, the project scope has been expanded to include the paving of the transload area between the existing yard and the existing siding to facilitate the unloading of steel rod from railroad cars. Project costs were less than originally estimated, and the company wishes to use the balance of the loan funds plus an additional \$101,530 in company funds to pave the transload area. No additional state funding will be provided in this amendment. The original contract provides assistance in the form of a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of a 1,950-foot railroad spur and the purchase of equipment needed to unload steel coil from rail cars at the company's Niles facility. The rail spur, now in use, is helping the company to reduce its transportation costs and remain competitive. The revised project completion period will be from April 27, 2006, through April 26, 2007, and from the date of award of this amendment through May 31, 2008. No costs will be incurred between April 27, 2007, and the date of the award of this amendment. The revised contract amount will be \$851,390; the MiRLAP loan amount is equivalent to 79.3 percent of the project costs, not to exceed \$674,874. The contract term remains unchanged, from April 27, 2006, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$674,874; National Standard, LLC, Funds - \$176,516.

Criticality: It is critical that National Standard, LLC, complete its rail access project before the construction season is over. Significant additional expenditures were required in order for the company to secure rail access to the national rail system, and the full amount of the loan is needed to help fund this project.

Purpose/Business Case: This amendment will expand the scope of the project to include the paving of the transload area between the existing yard and siding to facilitate unloading steel rod from railroad cars; it will also renew and extend the project completion period to give the company sufficient time to perform the work.

Benefit: Will help the company to increase the efficiency and quality of the transload area and to reduce its transportation costs, which will enable the company to remain competitive.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$674,874; National Standard, LLC - \$176,616.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$674,874.

Risk Assessment: If the amendment is not approved, National Standard, LLC, will have a more difficult time remaining competitive.

Cost Reduction: Eligible costs are reimbursed only after the company has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49120.

* Denotes a non-standard contract/amendment

9. *AERONAUTICS AND FREIGHT (Freight) – Renewal/Extension of Project Completion Period

Amendatory Contract (2006-0261/A1) between MDOT and L. Walther & Sons, Inc., will renew and extend the project completion period by approximately one year to provide sufficient time for the company to complete the project. The project was delayed due to various legal requirements related to property use. The property had to be re-zoned; the site plan had to be approved by Mottville Township; and the property has to be removed from the Farmland Preservation Program (PA 116). The original contract provides assistance in the form of a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of 3,993 linear feet of track for a rail spur and a storage track, a building enclosure, concrete loading/unloading docks, and a loading/unloading conveyor needed for the transload operation. The revised project completion period will be from July 14, 2006, through October 13, 2007, and from the date of award of this amendment through October 31, 2008. No costs will be incurred between October 13, 2007, and the date of the award of this amendment. The contract term remains unchanged, from July 14, 2006, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The estimated project amount remains unchanged at \$1,111,111. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$1,000,000; L. Walther & Sons, Inc., Funds - \$111,111.

Criticality: It is critical that the project move forward to ensure that this \$20 million transload facility will be built in Michigan and create jobs within Michigan.

Purpose/Business Case: To renew and extend the project completion period to provide sufficient time for the company to complete the project.

Benefit: Will provide the additional time needed for the company to complete the project. The project will expand market opportunities for Michigan-grown potatoes and create 40 jobs at the processing facility and an additional 40 (10 permanent and 30 seasonal) farming jobs in the surrounding area.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$1,000,000; L. Walther & Sons, Inc., Funds - \$111,111.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$1,000,000.

Risk Assessment: If this amendment is not approved, the project will probably not move forward and Michigan potato growers will not have access to this expanded marketing opportunity. In addition, the \$20 million transload facility would probably not be built in Michigan, and the state would not gain the approximately 40 permanent jobs at the facility plus an additional 40 farming jobs (10 permanent and 30 seasonal) in the local community.

Cost Reduction: Eligible costs will be reimbursed only after the company has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49099.

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

Contract (2008-0017) between MDOT and the Genesee County Road Commission is a state infrastructure bank (SIB) loan to assist the county in financing transportation infrastructure improvements through the Miller Road reconstruction project. The loan will allow the Genesee County Road Commission to reconstruct Miller Road from Lansing Highway to Van Vleet Road, including widening and resurfacing the road and adding limestone shoulders, which will improve motorist and pedestrian safety and reduce maintenance costs. MDOT will loan \$1,175,000 at three percent interest to the Genesee County Road Commission. The contract will be in effect from the date of award through five years. Source of Funds: SIB Loan Funds - \$1,175,000.

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

Purpose/Business Case: To provide an SIB loan to the Genesee County Road Commission for the reconstruction of Miller Road in the city of Flint.

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

Funding Source: SIB Loan Funds - \$1,175,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the Genesee County Road Commission does not receive the loan, the project could be delayed and the cost of routine maintenance along the route would be significant.

Cost Reduction: The loan only covers costs not available from other sources.

New Project Identification: Reconstruction of Miller Road from Lansing Highway to Van Vleet Road.

Zip Code: 48503.

11. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (96-0770/A9) between MDOT and MVA Engineering will provide for the performance of additional services for MDOT's bridge design computer program, will increase the contract amount by \$24,500, and will extend the contract term by one year. The additional services will include updating maintenance and independent testing for the bridge design computer program. The original contract provides for the upgrade of the Bridge Design System. The revised contract term will be January 22, 1997, through December 31, 2008. The revised contract amount will be \$239,765. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: MDOT designs all major structural work using American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) methodology, per Federal Highway Administration requirements, through MDOT's in-house bridge design computer program. The testing and maintenance of this program is critical to the safe design of hundreds of bridges on the state trunkline and interstate system. For this reason, this contract cannot be deferred to a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional services for MDOT's bridge design computer program, in accordance with changes to AASHTO's LRFD specifications, to increase the contract amount by \$24,500, and to extend the contract term by one year. The additional services will include updating maintenance and independent testing for the bridge design computer program. AASHTO is changing the design specifications, and ongoing adjustments to the program are necessary.

Benefit: All bridges designed in-house by MDOT personnel depend on the accuracy and quality of the work done by the consultant with the bridge design program. MDOT will benefit from improved product quality, economy, and safety.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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: 48909.

12. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2002-0136/A7) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services for the update of the construction plans for the Wixom Road interchange at the intersection of Wixom Road and Grand River and will increase the contract amount by \$103,206.98. The additional services will include taking soil borings; preparing a traffic analysis to identify impacts on the Beck Road interchange; preparing detour routes, if needed; taking traffic counts; and developing plans for the removal of an Intelligent Transportation System over-height warning system located on the bridges of Old Plank Road and Meadowbrook Road. The original contract provides for the design of I-96 at Beck Road and the Wixom Road interchange in the city of Wixom, Oakland County (CS 63022 - JN 05892C, 05892D). The contract term remains unchanged, January 18, 2002, through December 31, 2008. The revised contract amount will be \$3,718,445.13. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: It is critical that this amendment be approved at this time so that the additional work can be performed and the design completed in time for a March 2008 letting.

Purpose/Business Case: To add additional traffic analysis, soil boring, design, and survey services to the project. The traffic analysis is needed to identify traffic impacts at the Beck Road interchange to address local agency concerns. Additional soil borings are needed at approximately five locations to complete the design for proposed tower lighting at I-96 and the Wixom Road interchange. Survey tasks are required for right-of-way staking for proposed roadways, grading permits, and the relocation of existing utilities. The consultant will attend field meetings with the utilities and the construction engineer to confirm the locations of utility moves.

Benefit: Will provide for a safe and structurally sound foundation and tower light.

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

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

Risk Assessment: If the additional services were not performed, MDOT would have to return to this location at a later time to upgrade the project, which would result in additional maintenance of traffic costs, user delays, impacts to the roadway, and supervision during construction and would prevent MDOT from completing the design of the project in time for construction to start in spring 2008.

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: 48393.

13. HIGHWAYS - IDS University Research Services

Retroactive Authorization/Revision (Z8/R1) under Contract (2003-0026) between MDOT and the University of Michigan will retroactively extend the authorization term by approximately ten months at no additional cost (350 days retroactive). The additional time is needed so that the subconsultant, EDR Group, Inc., can be reimbursed for services performed in good faith after the authorization expired. The original authorization, which expired on November 20, 2006, provided for the identification of the economic benefits associated with alternative transportation investments. The revised authorization term will be November 21, 2005, through September 30, 2007. The authorization amount remains unchanged at \$89,458. The contract term is from October 21, 2003, through October 21, 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.

This revision is retroactive because miscommunication between the university and the MDOT project manager prevented the time extension from being requested and processed before the authorization expired.

Criticality: Approval of this revision will allow the subconsultant to be reimbursed for services performed in good faith after the authorized expired. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To retroactively extend the authorization term by approximately ten months to allow the subconsultant, EDR Group, Inc., to be reimbursed for services performed in good faith after the authorization expired.

Benefit: Will allow the subconsultant to be reimbursed for services performed in good faith and will help MDOT to maintain good relationships with the university and the subconsultant. The economic research will be used by transportation decision-makers to assess which investment strategies provide the greatest returns and which types of investments provide the greatest benefits for the state's economy.

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, MDOT might not be able to reimburse the consultant for services performed in good faith by the subconsultant, and MDOT's relationships with the university and the subconsultant could be damaged.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus 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 a not a new project.

Zip Code: 48109.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R2) under Contract (2006-0082) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$198,677.61. The additional services will include improving ramp geometric elements and lengthening the Ramp E and Ramp C tapers at the I-696 and Mound Road interchange in the city of Warren, Macomb County. The work items include design surveys, design plans, maintaining traffic plans, pavement marking plans, signing plans, and safety studies. The original authorization provides for design services to be performed for the reconstruction of the I-696 and Mound Road interchange ramps in the city of Warren, Macomb County (CS 50061 - JN 50594C). The authorization term remains unchanged, September 27, 2006, through December 20, 2008. The revised authorization amount will be \$991,518.08. The contract term is December 21, 2005, through December 20, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: The additional work is required for compliance with Federal Highway Administration requirements for Value Engineering. The additional work will enhance safety and reduce crashes. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, including improving ramp geometric elements and lengthening the Ramp E and Ramp C tapers at the I-696 and Mound Road interchange in the city of Warren, Macomb County.

Benefit: Will provide for geometric continuity, enhanced public safety, and a safer and more efficient roadway.

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 revision is not approved, the safest and most efficient design may not be used and federal participation could be lost on this and subsequent highway construction projects. The strategy to improve the existing system and meet statewide condition goals 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 for revision; qualifications-based for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48091.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z6/R1) under Contract (2006-0135) between MDOT and NTH Consultants, Ltd., will provide for the performance of additional design services and will increase the authorization amount by \$39,703.80. The additional services will include the extension of the existing sound wall along eastbound M-6 approximately 1900 feet to the east of the current ending point along the Lafayette Acres Subdivision. The project length is 0.199 miles. The additional services will include additional topographical survey work, geotechnical soil investigation, additional plan sheets, quantity calculations, and detail work. The original authorization provides for design services to be performed for the extension of the existing sound wall on eastbound M-6 from Division Avenue to Eastern Avenue in Gaines Township, Kent County (CS 41064 - JN 87494C). The authorization term remains unchanged, August 9, 2007, through February 8, 2009. The revised authorization amount will be \$289,651.36. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The survey work is a critical component of the project design. The extension of the sound wall is based on a sound analysis by MDOT Construction and Technology Division staff and is required for compliance with the Environmental Assessment document for the M-6 corridor.

Purpose/Business Case: To provide for the performance of additional design services, including the extension of the existing sound wall along eastbound M-6 approximately 1900 feet to the east of the current ending point along the Lafayette Acres Subdivision. The project length is 0.199 miles.

Benefit: The extension of the existing sound wall along eastbound M-6 will provide sound attenuation to area residents.

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 and the project is not completed for the currently programmed letting, area residents will continue to be disturbed by road noise and MDOT will not be in compliance with the Environmental Assessment document for the corridor.

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

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

New Project Identification: This is not a new project.

Zip Code: 49548.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z26) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for the development of emergency incident management plans (EIMP) for various state trunkline routes in the Southwest Region (CS 84915 - JN 901310). The work includes developing reference maps that show emergency routes that can safely and efficiently accommodate both passenger cars and truck traffic. The maps will include freeway and ramp closure points necessary for creating detours. The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$295,322.75. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This work is critical to maintain networks in the event of an incident on a Southwest Region freeway. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the development of EIMP for various state trunkline routes in the Southwest Region.

Benefit: Will provide a safer driving environment by reducing secondary backup crashes due to congestion in the event of an incident. Traffic in corridors will flow more effectively and efficiently, reducing user delays and associated costs.

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: Without the EIMPs, congestion and traffic delays would continue to increase in the event of an incident, which would increase public safety risks and have an overall negative economic impact (more travel time, fuel consumption, and pollution).

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 84915.

17. HIGHWAYS- IDS Engineering Review Services

Authorization Revision (Z1/R1) under Contract (2007-0498) between MDOT and Midwestern Consulting, LLC, will provide for the performance of additional professional services and will increase the authorization amount by \$28,818.85. The consultant will complete pre-trial preparations, compile information, and provide expert testimony in a pending court case. The original authorization provides for as-needed claims investigation and expert witness services to be performed for the Office of the Attorney General. The authorization term remains unchanged, April 20, 2007, through April 17, 2010. The revised authorization amount will be \$86,784.85. The contract term is April 18, 2007, through April 17, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: It is critical that this authorization revision be approved to assist the Office of the Attorney General, Transportation Division, in providing expert witness services such as pre-trial investigations, expert testimony, and participation in depositions. Because of current litigation, it is imperative that this authorization revision be approved and processed as soon as possible.

Purpose/Business Case: To provide for additional 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: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization revision is not approved, the consultant will not be able to continue to provide needed investigatory and pre-trial 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.

18. *HIGHWAYS - Design Engineering Services

Contract (2007-0788) between MDOT and HH Engineering, Ltd., will provide for design services to be performed for the reconstruction of I-94 at the Sargent Road interchange, Jackson County (CS 38103 - JNs 100001C and 100001D). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys and geotechnical engineering investigations; and solving any problems that may arise during the design of the project. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$1,176,913.88. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This contract will provide for design services to be performed for a project that is part of the I-94 Corridor Improvement Plan in Jackson County and includes the reconstruction of two critical bridges. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the reconstruction of I-94 at the Sargent Road interchange, Jackson County.

Benefit: Will provide for design services to be performed for the first project constructed as part of the I-94 Corridor Improvement Plan in Jackson County, including the reconstruction of two critical bridges. The project will improve pavement conditions and provide a safer and more efficient roadway.

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

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

Risk Assessment: If this contract is not approved, the safest and most efficient design may not be used for this portion of the corridor and the strategy to improve the existing system and meet statewide condition goals could be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

19. *HIGHWAYS – Intelligent Transportation Services

Contract (2007-0807) between MDOT and HNTB Michigan, Inc., will provide for design services to be performed for the expansion of the Intelligent Transportation System (ITS) along state trunklines and local primary and secondary routes system-wide in the Grand Rapids metropolitan area. Work items include the design and installation of fiber optic cable and conduits, closed circuit television cameras, dynamic message boards, layer switches, traffic detectors, and related communication devices; and system management services. The contract will be in effect from the date of award through July 1, 2010. The contract amount will be \$1,599,419.89. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will provide for improved traffic management in the Grand Rapids metropolitan area, which will increase the safety and mobility of travelers and minimize user delays. The additional traffic detection devices, cameras, dynamic message boards, and other communication devices will be utilized by MDOT and the local agencies to provide the public with real-time congestion and incident information, thereby decreasing travel times, improving routing decisions, and providing for safer movement around traffic incidents.

Purpose/Business Case: To provide for the performance of design services for the development of the ITS in the Grand Rapids metropolitan area. Work items include the design and installation of fiber optic cable and conduits, closed circuit television cameras, dynamic message boards, layer switches, traffic detectors, and related communication devices; and system management services.

Benefit: Will improve incident management, alleviate traffic congestion, and increase safety for motorists.

Funding Source: 80% Federal Highway Administration Funds and 20% 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: If this contract is not approved, federal funding could be jeopardized and MDOT could lose the opportunity to improve incident management, alleviate traffic congestion and improve mobility, and increase safety for motorists.

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: 49503.

20. HIGHWAYS – Master Contract for Future Highway Projects Including Railroads
Contract (2007-5242) between MDOT and Indiana & Ohio Railroad will establish the requirements and obligations of the parties as they relate to future highway transportation projects statewide.

A separate authorization will be written for each project that will define the scope of work and the funding.

No funding is included in this master contract.

Criticality: Implementation of the master contract will greatly expedite the railroad’s approval time needed for future highway projects.

Purpose/Business Case: To establish the terms and conditions for future railroad work statewide (at-grade crossings and grade separations) associated with highway projects involving a new railroad operating in Michigan.

Benefit: Will ensure timely delivery of highway projects.

Funding Source: Various federal and state funding sources depending on the particular project authorized.

Commitment Level: Will vary depending on the particular project authorized.

Risk Assessment: Potential delays in the award of MDOT and local agency projects.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: Modification and possible new construction of railroad facilities.

Zip Code: 48909.

21. HIGHWAYS - Participation for Intelligent Transportation System Installation
Contract (2007-5408) between MDOT and the Road Commission of Macomb County (RCMC) will provide for funding participation in the following activities:

The purchase and installation of equipment to allow high bandwidth connection between the RCMC’s Traffic Operations Center and MDOT’s Michigan Intelligent Transportation Service (MITS) Center.

Estimated Funds:

Federal Highway Administration Funds	\$ 80,000
State Restricted Trunkline Funds	\$ 20,000
RCMC Funds	\$ 0
Total Funds	<u>\$100,000</u>

ST 84917 - 87980

No Letting

Criticality: This connection will better allow MDOT and the RCMC to receive video and traffic information from each other and to provide a network for improved traffic management and safety throughout the region.

Purpose/Business Case: To provide for installation of the necessary equipment and communications to make a high bandwidth connection between MDOT's MITS Center and the RCMC.

Benefit: Will ensure that MDOT stays in touch with its local partners to help manage traffic and congestion on the roadways. This connection will allow the sharing of video and other resources to benefit both agencies.

Funding Source: Federal Intelligent Transportation System Funds and State Trunkline and Bridge Funds.

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

Risk Assessment: If this contract is not approved, MDOT will lose an opportunity to share video and traffic information with local agencies to better manage traffic, reduce congestion, and improve roadway safety throughout the region.

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: 48075.

22. HIGHWAYS - Participation for Local Agency Contract

Contract (2007-5519) between MDOT and the City of Grand Rapids will provide for participation in the following improvements:

Traffic signal timing installation work to optimize traffic flow at up to 60 locations along various federal aid routes in Kent County.

Estimated Funds:

Federal Highway Administration Funds	\$59,800
City of Grand Rapids Funds	\$15,000
Total Funds	<u>\$74,800</u>

CM 41900 – 90302; Kent County

Local Force Account

Criticality: This project will improve air quality by minimizing traffic congestion and delays. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and limit emissions of hazardous and toxic pollutants.

Purpose/Business Case: To install optimized timing at signalized intersections.

Benefit: Improved traffic operations at signalized intersections.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and City of Grand Rapids Funds.

Commitment Level: 80% federal up to \$59,800 and the balance by the City of Grand Rapids.

Risk Assessment: Contract required in order for the City 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 signalized intersections.

Zip Code: 49503.

23. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5521) between MDOT and the Genesee County Road Commission will provide for participation in the following improvements:

Traffic signal upgrading work at the intersection of Carpenter Road and Selby Street and at the intersection of Carpenter Road and Detroit Street.

Estimated Funds:

Federal Highway Administration Funds	\$35,100
Genesee County Road Commission Funds	<u>\$ 8,800</u>
Total Funds	<u>\$43,900</u>

STH 25609 - 101242
 Local Force Account

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

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

Benefit: Improved intersection operation and safety.

Funding Source: Federal Surface Transportation 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 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing traffic signals.

Zip Code: 48506.

24. HIGHWAYS -Participation for Preliminary Engineering Errors
 Contract (2007-5536) between MDOT and URS Corporation Great Lakes will provide for reimbursement by the consultant for extra work required for repairs to Structure S10 of 82123, which carries an elevated portion of the ramp connecting Highway M-39 to the local lane portion of Highway I-96 in the city of Detroit, due to errors and omissions involved in the preparation of design plans.

Estimated Funds:

URS Corporation Great Lakes Funds	<u>\$70,000</u>
Total Funds	<u>\$70,000</u>

BHI 82123; Wayne County
 Redesign

Criticality: The consultant wishes to repay MDOT for design errors, and a delay could result in the loss of repayment.

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

Benefit: Will provide for improvements beyond those shown on the plans to repair a structure that was damaged due to design errors.

Funding Source: URS Corporation Great Lakes.

* Denotes a non-standard contract/amendment
 10/25/07

Commitment Level: URS Corporation Great Lakes.
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: 48228.

25. HIGHWAYS - Participation for Local Agency Preliminary Engineering
 Contract (2007-5590) between MDOT and the Alger County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

The performance of preliminary engineering activities for the removal and replacement of structure B01 of 02-02-08, which carries H-58 (National Park Shoreline) over the Hurricane River.

Estimated Funds:

Federal Highway Administration Funds	\$13,446
State Restricted Local Jobs Today Funds	\$ 3,361
Alger County Road Commission Funds	\$ 0
Total Funds	<u>\$16,807</u>

HPP 02094 - 100007
 Local Preliminary Engineering

Criticality: The design phase of this project has been approved under the Local Jobs Today Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and is necessary before construction of the project can take place. Delaying this phase of the project would delay the construction phase of this project, thereby adversely affecting the goal of the Local Jobs Today Program to stimulate the state's economy.
Purpose/Business Case: To provide for participation in transportation activities under the Transportation Equity Act for the 21st Century (TEA-21).
Benefit: Will allow the project to move forward and funds from TEA-21 to be expended.
Funding Source: Federal High Priority Projects Funds and State Local Jobs Today Funds.
Commitment Level: 80% federal subject to obligational authority limitations, 20% state up to \$3,361; based on estimate.
Risk Assessment: Contract required in order for the County to receive these federal funds.
Cost Reduction: Hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Selection: Qualification-based.
New Project Identification: This is a new project.
Zip Code: 49839.

26. HIGHWAYS - Participation for Local Agency Contract
 Amendatory Contract (2007-5603) between MDOT and Michigan State University will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

PART A

The performance of preliminary engineering activities for reconstruction and realignment work along Farm Lane from Mt. Hope Road northerly to Trowbridge Road with underpasses for the railroad tracks of the CSX Transportation, Inc. (X01 of 33-10-21), and the railroad tracks of the Canadian National Railway (X02 of 33-10-21).

PART B

The review of preliminary engineering for structure X01 of 33-10-21, which carries the railroad tracks of the CSX Transportation, Inc., over Farm Lane.

PART C

The review of preliminary engineering for structure X02 of 33-10-21, which carries the railroad tracks of the Canadian National Railway over Farm Lane.

The purpose of this amendment is to provide for State Local Jobs Today Funds to be applied to the eligible items of the Part A, B, and C portions of the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$1,600,000	\$	\$1,600,000
State Restricted Local Jobs Today Funds	\$ 0	\$ 400,000	\$ 400,000
Michigan State University Funds	\$ 400,000	\$(400,000)	\$ 0
Total Funds	<u>\$2,000,000</u>	<u>\$ 0</u>	<u>\$2,000,000</u>

	<u>ORIGINAL</u>	<u>PART B AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$160,000	\$	\$160,000
State Restricted Local Jobs Today Funds	\$ 0	\$ 40,000	\$ 40,000
Michigan State University Funds	\$ 40,000	\$(40,000)	\$ 0
Total Funds	<u>\$200,000</u>	<u>\$ 0</u>	<u>\$200,000</u>

	<u>ORIGINAL</u>	<u>PART C AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$160,000	\$	\$160,000
State Restricted Local Jobs Today Funds	\$ 0	\$ 40,000	\$ 40,000
Michigan State University Funds	\$ 40,000	\$(40,000)	\$ 0
Total Funds	<u>\$200,000</u>	<u>\$ 0</u>	<u>\$200,000</u>

* Denotes a non-standard contract/amendment

	<u>ORIGINAL</u>	<u>TOTAL AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$1,920,000	\$	\$1,920,000
State Restricted Local Jobs Today Funds	\$ 0	\$ 480,000	\$ 480,000
Michigan State University Funds	\$ 480,000	\$(480,000)	\$ 0
Total Funds	<u>\$2,400,000</u>	<u>\$ 0</u>	<u>\$2,400,000</u>

HPSL 33010 – 87316; 87317; 87318; Ingham County
Amendment

Criticality: The design phase of this project has been approved under the Local Jobs Today Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan’s economy. The inclusion of this funding will maximize the use of Local Jobs Today Program Funds for the project, allowing the project to move forward and future construction phases to take place.

Purpose/Business Case: To amend the original contract to allow State Local Jobs Today Funds to be used for the Part A, B, and C portions of the project.

Benefit: Will allow reimbursement with state funds of project work eligible for State Local Jobs Today Funding.

Funding Source: Federal High Priority Project – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Funds and State Local Jobs Today Funds.

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

Risk Assessment: With amendment, eligible costs can be reimbursed with state funds.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48825.

27. HIGHWAYS - Participation for Local Agency Contract
Amendatory Contract (2007-5606) between MDOT and the City of St. Clair will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

PART A

Concrete pavement repair and sidewalk ramp upgrading work along Fred W. Moore Highway from 12th Street easterly to Clinton Street and from 6th Street to Riverside Avenue.

PART B

Audiovisual taping work along Fred W. Moore Highway from 12th Street easterly to Clinton Street and from 6th Street to Riverside Avenue.

PART C

Concrete pavement repair and sidewalk ramp upgrading work along Fred W. Moore Highway from Carney Drive to 12th Street.

PART D

Audiovisual taping work along Fred W. Moore Highway from Carney Drive to 12th Street.

The purpose of this amendment is to provide for a maximum amount of federal funds (\$240,000) to be applied to the eligible items of the Part C portion of the project cost. The estimated costs for each part of the project remain unchanged.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>
Federal Highway Administration Funds	\$480,200	\$ 0	\$239,800
State Restricted Local Jobs Today Funds	\$120,000	\$ 0	\$ 59,900
City of St. Clair Funds	\$ 100	\$1,300	\$ 0
Total Funds	<u>\$600,300</u>	<u>\$1,300</u>	<u>\$299,700</u>

	<u>PART D</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 0	\$720,000
State Restricted Local Jobs Today Funds	\$ 0	\$179,900
City of St. Clair Funds	<u>\$200</u>	<u>\$ 1,600</u>
Total Funds	<u>\$200</u>	<u>\$901,500</u>

STU 77475 – 100537, 100538; St. Clair County
Amendment

Criticality: This project was let in July 2007. Delaying this amendment would keep MDOT from correctly billing the City for costs incurred for the Part C portion of the project.

Purpose/Business Case: To amend the original contract to provide for a cap of \$240,000 on the federal funds for the Part C portion of the project.

Benefit: The City will be properly billed for costs incurred for the Part C portion of the project.

Funding Source: Federal Surface Transportation Funds and City of St. Clair Funds.

Commitment Level: 80% federal, 20% City of St. Clair for Part A; 100% City of St. Clair for Parts B and D; 80% federal up to \$240,000 and balance by City of St. Clair for Part C; based on estimate.

Risk Assessment: Without approval in the change in funding, the city would be incorrectly billed for a portion of the project.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48079.

28. HIGHWAYS - Railroad Grade Crossing Improvement Contract

Contract (2007-5613) between MDOT and the City of Detroit will provide for funding participation in the following improvements under the State Rail Grade Crossing Program:

Pre-signal installation work at the at-grade crossing of the tracks of the Consolidated Rail Corporation with Shoemaker Street (National Inventory #859-090-C) in the city of Detroit, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$54,000
State Restricted Trunkline Funds	\$36,000
City of Detroit Funds	\$ 0
Total Funds	<u>\$90,000</u>

STR 82099 – 101408; Wayne County
Railroad Force Account

* Denotes a non-standard contract/amendment

Criticality: Delaying this project could adversely affect motorist safety.
Purpose/Business Case: To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.
Benefit: Increased motorist safety at highway-railroad grade crossing.
Funding Source: Federal Surface Transportation Program Rail Highway Safety Funds and State Rail Grade Crossing Funds.
Commitment Level: 60% federal, 40% state.
Risk Assessment: Loss of opportunity to enhance motorist safety at highway-railroad grade crossing.
Cost Reduction: Local agency to perform the work 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 highway-railroad grade crossing.
Zip Code: 48213.

29. HIGHWAYS - Railroad Grade Crossing Improvement Contract
 Contract (2007-5614) between MDOT and the City of Detroit will provide for funding participation in the following improvements under the State Rail Grade Crossing Program:

Remote activated traffic signal installation in lieu of railroad warning devices work at the at-grade combined crossings of the tracks of two privately-owned rail spurs with John Kronk Street (National Inventory #511-961-T and #511-965-V) in the city of Detroit.

Estimated Funds:

Federal Highway Administration Funds	\$51,000
State Restricted Trunkline Funds	\$34,000
City of Detroit Funds	<u>\$ 0</u>
Total Funds	<u>\$85,000</u>

STR 82099 – 101407; Wayne County
 Railroad Force Account

Criticality: Delaying this project could adversely affect motorist safety.
Purpose/Business Case: To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.
Benefit: Increased motorist safety at highway-railroad grade crossing.
Funding Source: Federal Surface Transportation Program Rail Highway Safety Funds and State Rail Grade Crossing Funds.
Commitment Level: 60% federal, 40% state.
Risk Assessment: Loss of opportunity to enhance motorist safety at highway-railroad grade crossing.
Cost Reduction: Local agency to perform the work 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 highway-railroad grade crossing.
Zip Code: 48210.

30. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5622) between MDOT and Clam Lake Township will provide for funding participation in the following construction improvements:

Placement of stamped and colored sidewalk within existing raised island in the median of the Highway US-131 business route in the vicinity of the southerly interchange with Highway US-131 near Cadillac, Michigan.

Estimated Funds:

State Restricted Trunkline Funds	\$45,000
Clam Lake Township Funds	\$ 0
Total Funds	<u>\$45,000</u>

83061; Wexford County
 Local Letting

Criticality: This project will improve the condition of a curbed island by paving over loose sand that continually erodes and needs replacing. Delaying the project could adversely affect the safety of pedestrians and motorists and keep MDOT from reducing future maintenance costs.

Purpose/Business Case: To pave over open loose sand in a curbed island area.

Benefit: Increased safety and reduced future maintenance costs.

Funding Source: State Trunkline and Bridge Construction Funds.

Commitment Level: 100% state up to \$45,000; based on estimate.

Risk Assessment: Failure to do this work could result in unsafe conditions and additional maintenance costs.

Cost Reduction: Low bid; MDOT cost capped at \$45,000.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 49601.

31. HIGHWAYS - Participation for Local Agency Contract
 Contract (2007-5624) between MDOT and the Road Commission for Macomb County will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, equipment management, and system management work.

Estimated Funds:

Federal Highway Administration Funds	\$500,000
Road Commission for Macomb County Funds	<u>\$125,000</u>
Total Funds	<u>\$625,000</u>

CM 50400 - 100435
 No Letting

Criticality: This project will improve air quality by minimizing traffic congestion and delays. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and limit emissions of hazardous and toxic pollutants.

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.
Benefit: Continued maintenance of system whose intent is to maximize efficiency of traffic operations and increase safety.
Funding Source: Federal Congestion Mitigation and Air Quality Funds and Road Commission for Macomb County Funds.
Commitment Level: 80% federal up to \$500,000 and the balance by the Road Commission for Macomb County.
Risk Assessment: Contract required in order for the County to receive these federal funds.
Cost Reduction: Local agency to perform work. Estimate reviewed to make sure costs are reasonable and valid.
Selection: N/A.
New Project Identification: Continued maintenance of existing traffic management system.
Zip Code: 48043.

32. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5631) between MDOT and the County of Wayne will provide for participation in the following Transportation Enhancement improvements:

Façade restoration work for the Piquette Avenue Ford Plant located at 411 Piquette Avenue, Detroit, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$159,600
County of Wayne Funds	<u>\$ 39,900</u>
Total Funds	<u>\$199,500</u>

STE 82400 - 81193
 Local Letting

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

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

Benefit: Historic preservation.

Funding Source: Federal Transportation Enhancement Activities Funds and County of Wayne Funds.

Commitment Level: 80% federal up to \$159,600 and the balance by County of Wayne; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Preservation of existing historic transportation property.

Zip Code: 48202.

33. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5633) between MDOT and the Sanilac County Road Commission will provide for participation in the following improvements:

Permanent signing and flashing beacon upgrading work at the intersection of Bay City-Forestville Road and Charleston Road.

Estimated Funds:

Federal Highway Administration Funds	\$20,000
Sanilac County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$20,000</u>

HRRR 74609 – 90195
 Local Force Account

Criticality: This project will increase the visibility of the intersection. Delaying this project would adversely affect motorist safety.

Purpose/Business Case: To upgrade signs.

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 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 signs.

Zip Code: 48456.

34. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2007-5634) between MDOT and the City of Iron Mountain will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Traders Mine Road from Highway US-2/US-141 to the north city limits, including subgrade undercutting, subbase, base, hot mix asphalt paving, drainage improvements, concrete curb and gutter, aggregate shoulder, and pavement marking work.

The purpose of this amendment is to provide for a change in the state participation ratio from 80 percent to 88 percent and a decrease in the maximum amount of state funds from \$752,800 to \$444,926 to be applied to the eligible items of the project cost. With this amendment, MDOT will follow through on its intent to provide a specific degree of financial assistance to the City for the project. Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$199,726, which is met in part by the \$60,672 shown below. The remaining match is being met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project. The estimated cost of the construction phase of the project reflects the maximum amount in which the state will participate.

Estimated Funds:

State Restricted TED Funds	\$444,926
City of Iron Mountain Funds	<u>\$ 60,672</u>
Total Funds	<u>\$505,598</u>

EDA 22522 - 87927
 Amendment

Criticality: This project was let in August 2006. Delaying this amendment will keep MDOT from providing the intended financial assistance to the City for the project.

Purpose/Business Case: To amend the original contract to change the state participation ratio from 80 percent to 88 percent and to decrease the maximum amount of TED funds from \$752,800 to \$444,926 for the project.

Benefit: MDOT can provide the specific degree of financial assistance intended for the project.

Funding Source: State Transportation Economic Development Funds and City of Iron Mountain Funds.

Commitment Level: 88% state up to \$444,926 and the balance by the City of Iron Mountain; based on estimate.

Risk Assessment: Without the amendment, the project would not receive the intended amount of financial assistance.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49801.

35. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5636) between MDOT and Manistee County Road Commission will provide for participation in the construction by the County of the following Transportation Enhancement improvements:

Watershed improvements to control soil erosion and sedimentation for site M-59 along McClellan Road from Milks Road southerly to Spikes Road and over Little Bear Creek, including culvert replacement, hot mix asphalt paving, and aggregate base work.

Estimated Funds:

Federal Highway Administration Funds	\$46,450
Manistee County Road Commission Funds	<u>\$46,450</u>
Total Funds	<u>\$92,900</u>

STE 51438 - 58185
 Local Force Account

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

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Reduced soil erosion and sedimentation to improve quality of water that results from roadway runoff.

Funding Source: Federal Transportation Enhancement Activities Funds and Manistee County Road Commission Funds.

Commitment Level: 50% federal up to \$46,450 and the balance by Manistee County; based on estimate.

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.

New Project Identification: Improvement of existing roadway to address quality of water that results from roadway runoff and erosion.

Zip Code: 49614.

36. HIGHWAYS - Participation for Local Agency Contract
 Contract (2007-5647) between MDOT and the Otsego County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

Right-of-way acquisition work for the construction of the Milbocker Road and McCoy Road connector at Highway I-75.

Estimated Funds:

Federal Highway Administration Funds	\$592,000
State Restricted Local Jobs Today Funds	\$148,000
Otsego County Road Commission Funds	\$ 0
Total Funds	<u>\$740,000</u>

HPSL 69013 – 89440
 Right-of-Way Acquisition

Criticality: The right-of-way phase of this project has been approved under the Local Jobs Today Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan’s economy, and is necessary before construction of the project can take place. Delaying this phase of the project would delay the construction phase of this project, thereby adversely affecting the goal of the Local Jobs Today Program to stimulate the state’s economy.

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

Benefit: Will allow the project to move forward and funds from SAFETEA-LU to be expended.

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

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

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

Cost Reduction: Local agency to perform the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49735.

37.-46. HIGHWAYS – Local Jobs Today Program Loans

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

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
37.	2007-7513	101027	Monroe CRC	Hot mix asphalt paving work along North Dixie Highway from Grand Boulevard to Stony Creek Road	\$ 986,728
38.	2007-7586	78672	Midland CRC	Hot mix asphalt resurfacing work along Garfield Road from Highway M-20 to the west village limits of New Era	\$ 182,500
39.	2007-7592	87262	Genesee CRC	Reconstruction work along Miller Road from Linden Road to Ketzler Drive	\$ 835,200
40.	2007-7592	87266	Genesee CRC	Reconstruction work along Miller Road from Ketzler Drive to Highway I-75	\$ 870,000
41.	2007-7592	100987	Genesee CRC	Reconstruction work along Miller Road from Highway I-75 to Ballenger Highway	\$ 800,000
42.	2007-7601	57978	Huron CRC	Hot mix asphalt resurfacing work along Atwater Road from Highway M-53 to the west village limits of Ubly	\$ 880,000
43.	2007-7607	35455	Emmet CRC	Hot mix asphalt resurfacing work along Intertown Road from Resort Pike Road to Highway US-131	\$ 330,000
44.	2007-7608	100711	Oscoda CRC	Reconstruction work along Valley Road from Howard Road to Highway M-33	\$ 562,730
45.	2007-7626	39446	Saginaw CRC	Reconstruction work along Beyer Road from Willard Road to Burt Road	\$ 618,619
46.	2007-7628	100779	Village of Goodrich	Reconstruction work along West Hegel Road from approximately 800 feet west of Ridge Road to approximately 100 feet east of Seneca Road	\$ 396,000

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 construction of the transportation projects. Delaying these loans would delay the construction of the projects, thereby adversely affecting the goal of the Local Jobs Today 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.

* Denotes a non-standard contract/amendment

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.

47. HIGHWAYS - IDS Engineering Services
Contract (2008-0018) between MDOT and Traffic Engineering 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.
48. HIGHWAYS - IDS Engineering Services
Contract (2008-0026) between MDOT and DLZ Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
49. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0847) between MDOT and Affinity Valuation Group, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
50. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2008-0015) between MDOT and Delta Consulting Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

51. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (99-0611/A6) between MDOT and the City of Dearborn will extend the contract term by one year to provide sufficient time for the City to complete the project. The project was delayed as a result of the suspension of the contract in response to the 2007 Executive Directives and revenue shortfalls to the Comprehensive Transportation Fund. The original contract provides for site selection, preliminary engineering, design, and environmental assessment for a rail passenger/intermodal station facility in the city of Dearborn. The revised contract term will be from September 15, 1999, through December 31, 2003, from February 19, 2004, through November 18, 2004, and from May 27, 2005, through November 26, 2008. The contract amount remains unchanged at \$1,240,625. Source of Funds: Federal Transit Administration (FTA) Funds - \$992,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$248,125.

Criticality: This project is being coordinated with the Ann Arbor to Detroit Commuter Rail Study Project, both of which are moving forward and nearing completion. The creation of this comprehensive plan for a transportation framework will link the city of Dearborn to the commuter rail transit system and the Detroit-Chicago high speed rail corridor. If this amendment is not approved, the Dearborn study will not be able to interface with the Detroit Commuter Rail Project.

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

Benefit: Upon completion of the project, the City of Dearborn will have a comprehensive plan that will include integration with the Ann Arbor to Detroit Transit Study, explore transit-oriented development near the proposed station, and provide a transportation framework that links all parts of the city to the rail transit system.

Funding Source: FTA Funds - \$992,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$248,125.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that the benefits of various transit-related developments would not be available to the project. For example, this proposed station would be a stand alone project and not integrated with the Ann Arbor to Detroit Transit Study.

Cost Reduction: There are no additional costs to this project.

Selection: N/A

New Project Identification: This is not a new project.

Zip Code: 48126.

52. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z17/R1) under Master Agreement (2002-0050) between MDOT and the City of Ionia will add a line item for an administrative vehicle, deobligate \$5,140 in state funds, and add toll credits in the amount of \$4,112 as state match for the new administrative vehicle. The original authorization provides state matching funds for the City's FY 2006 Federal Section 5309 Capital Discretionary Program grant for the purchase of communication equipment and three buses. The bids on the buses came back lower than expected. The City needs an administrative vehicle and would like to use the grant funds remaining from the bus purchases for the purchase of an administrative vehicle. The revised authorization amount will be \$285,371. The revised toll credit amount will be \$26,574. The authorization term remains unchanged, March 30, 2007, through March 29, 2010. 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 - \$254,871; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,500.

Criticality: Approval of this revision will allow the City to continue to procure an administrative vehicle from an existing bid and avoid the delays that would occur if the procurement process had to start over.

Purpose/Business Case: To add a line item for an administrative vehicle, deobligate \$5,140 in state funds, and add toll credits in the amount of \$4,112.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$254,871; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,500.

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: 48846.

53. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z15/R1) under Master Agreement (2002-0060) between MDOT and the Livingston County Board of Commissioners will extend the authorization term by approximately nine months to provide sufficient time for the County to complete the project. The additional time is needed because the County delayed the purchase of up to two buses in the hope that the state would have a new extended purchase contract that it could use for the bus procurement. Since there will be no extended purchase contract issued by the state any time soon, the County has decided to proceed with the bus procurement locally and needs additional time to bid out and complete the purchase of up to two buses. The original authorization provides state matching funds for the County's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be January 12, 2005, through September 30, 2008. The authorization amount remains unchanged at \$251,070. 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 - \$200,856; FY 2002 State Restricted Comprehensive Transportation Funds - \$50,214.

Criticality: Approval is critical at this time to allow the County to replace vehicles that have met their useful lives. The replacement buses are needed to ensure the safety of the passengers.

Purpose/Business Case: To extend the authorization term by approximately nine months to provide sufficient time for the County to complete the purchase of up to two buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$200,856; FY 2002 State Restricted Comprehensive Transportation Funds - \$50,214.

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: 48855.

54. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z3/R5) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Macomb, Oakland, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the facility renovations. The additional time is needed because the specifications for the electrical wiring upgrade for a facility security system were more complicated than anticipated, which delayed the award of the third-party contract for that project. The original authorization provides state matching funds for SMART's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be December 19, 2001, through December 18, 2008. The authorization amount remains unchanged at \$5,106,310. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,085,048; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,021,262.

Criticality: Approval at this time is critical to allow SMART to upgrade electrical wiring for the facility security system.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,085,048; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,021,262.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

55. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z33/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will add line items for bus shelters/pads and landscaping/beautification and will adjust funding among line items due to a change in agency priorities. The original authorization provides state matching funds for the FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, August 15, 2005, through August 14, 2008. The authorization amount remains unchanged at \$13,651,118. The toll credit amount of \$2,122,173 remains unchanged. 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 - \$13,043,067; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$608,051.

Criticality: Approval is critical at this time to provide funds for concrete pads to make bus stops Americans with Disabilities Act compliant.

Purpose/Business Case: To add line items for bus shelters/pads and landscaping/beautification and adjust funding among line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$13,043,067; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$608,051.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

56. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z6/R3) under Master Agreement (2002-0092) between MDOT and the Van Buren County Board of Commissioners will add a line item for shop equipment and transfer \$10,451 from the maintenance equipment line item to fund the new line item. The County's needs have changed, making the purchase of new and replacement shop equipment, such as mechanic hand tools, diagnostic equipment, and shop maintenance tools, a higher priority than the purchase of preventive maintenance items. This revision will make the authorization consistent with the scope change approved by the Rural Task Force. The original authorization provides state matching funds for the County's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The authorization term remains unchanged, November 25, 2003, through November 24, 2007. The authorization amount remains unchanged at \$117,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$94,000; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$23,500.

Criticality: Approval at this time is critical to allow the County to purchase the proper tools and equipment to maintain its fleet. These purchases will help to maintain a safe and reliable fleet.

Purpose/Business Case: To provide for the addition of a shop equipment line item and to transfer funds from the maintenance equipment line item to fund the new line item.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$94,000; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$23,500.

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: 49013.

57. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z4/R1) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA) will add a line item for the rehabilitation/renovation of a bus station, deobligate \$3,000 of state funding, add \$3,000 of local funding, and adjust funding among line items to match the amended federal grant. The revision is requested to accommodate the expansion of MAETA's service from three to seven bus routes, which will mean that more riders will be using the bus station as a transfer station. The station needs painting, new carpet, repairs to the roof, an intercom system, and air conditioning to make it serviceable. The original authorization provides state matching funds for MAETA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The authorization term remains unchanged, July 1, 2007, through January 16, 2010. The authorization amount remains unchanged at \$1,250,529. The toll credit amount of \$4,260 remains unchanged. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,004,683; FY 2006 State Restricted Comprehensive Transportation Funds - \$242,596; MAETA Funds - \$3,250.

Criticality: Approval of this revision is critical to accommodate the expansion of MAETA's service from three to seven bus routes.

Purpose/Business Case: To add a line item for the rehabilitation/renovation of a bus station, to deobligate \$3,000 of state funding, to add \$3,000 of local funding, and to adjust funding among line items to match the amended federal grant.

Benefit: Increased public safety through improved transportation infrastructure and increased services.

Funding Source: FTA Funds - \$1,004,683; FY 2006 State Restricted Comprehensive Transportation Funds - \$242,596; MAETA Funds - \$3,250.

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: 49423.

58. *PASSENGER TRANSPORTATION - Rail Passenger Operating

Retroactive Contract (2008-0006) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide financial assistance for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, Michigan, and Chicago, Illinois, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, and New Buffalo, Michigan, and Chicago, Illinois. Retroactive approval is necessary to provide for the continuation of ongoing rail passenger service without interruption. The contract is retroactive because negotiations took longer than anticipated due to revisions Amtrak made to its initial FY 2008 subsidy request. The contract will be in effect from October 1, 2007, through September 30, 2008. The contract amount will be \$6,124,306. Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$6,124,306. FY 2008 funding is contingent upon legislative appropriations.

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

Purpose/Business Case: To provide funding to Amtrak for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, Michigan, and Chicago, Illinois, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, and New Buffalo, Michigan, and Chicago, Illinois for FY 2008.

Benefit: This service provides the people of Michigan a balanced transportation system.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds - \$6,124,306.

Commitment Level: Contract amount is based on cost estimates.

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

Cost Reduction: The FY 2008 operating subsidy has been reduced by 16 percent since FY 2006. Amtrak and MDOT continue to work together to provide a service that continues to increase ridership and revenues. Continued increases in ridership will decrease the costs of operation.

Selection: N/A.

New Project Identification: This is a continuation of previous years' service.

Zip Code: 48909.

59. *PASSENGER TRANSPORTATION -Ann Arbor to Detroit Commuter Rail Project

Contract (2008-0012) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the undertaking of activities associated with the implementation of a demonstration commuter rail service between Ann Arbor and Detroit. The contract activities will include ridership and revenue analysis, infrastructure capacity analysis (including such activities as passenger surveys, marketing/branding, and environmental clearance work), and program management and administrative services associated with implementing this project. The contract will be in effect from the date of award through February 28, 2009. The contract amount will be \$450,000. Toll credits in the amount of \$90,000 will be allocated as match for the project. Source of Funds: Federal Highway Administration (FHWA) Funds - \$450,000.

Criticality: Approval of this contract will allow the undertaking of activities associated with the implementation of the Ann Arbor to Detroit commuter rail demonstration project.

Purpose/Business Case: This purpose of this contract is to provide funds to analyze both the capacity of the current rail infrastructure and the ridership and revenue of the demonstration commuter service. Other activities associated with this contract will include passenger surveys, marketing/branding, and environmental clearances that will lead to the implementation of a commuter rail service between Ann Arbor and Detroit.

Benefit: The activities associated with this contract will lead to the implementation of a demonstration project of the rail service.

Funding Source: FHWA Funds - \$450,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is that SEMCOG will be unable to develop the demonstration project.

Cost Reduction: The implementation of a demonstration project could lead to funding under the Federal Transit Administration's New Starts program.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

60. TRANSPORTATION PLANNING - I-69 Heritage Route Corridor Management Plan
Project Authorization (Z11) under Master Agreement (2006-0021) between MDOT and the Southwestern Michigan Commission will provide for the implementation of the Heritage Route Corridor Management Plan for I-69 from the state line to I-94. The project will provide processes, criteria, recommendations, and a coordination plan for land use and the resolution of transportation issues along I-69. The authorization will be in effect from date of award through September 30, 2008. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an ongoing program.

Zip Code: 49022.

61. TRANSPORTATION PLANNING – Time Extension
Amendatory Contract (2007-0561/A1) between MDOT and Bergmann Associates, Inc., will extend the contract term by four months to provide sufficient time for the consultant to complete the services. The additional time will allow the consultant to provide a more detailed analysis of the grade crossing alternatives, which will be carried forward to the early preliminary engineering (EPE) phase of the project. The original contract provides for the performance of engineering analysis for the development and screening of grade crossing alternatives, including a baseline cost estimate for each alternative and the detailed analysis necessary to determine the severity of existing problems at the grade crossing in the city of Trenton, Wayne County. The revised contract term will be June 5, 2007, through May 31, 2008. The contract amount remains unchanged at \$527,795.45. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Additional time is needed to allow the consultant to provide more detailed analysis of the grade crossing than was originally anticipated; the alternatives provided will be carried forward into the EPE phase of the project.

Purpose/Business Case: To provide sufficient time for the consultant to provide a more detailed analysis of the results of the feasibility study and to provide alternatives for the EPE phase of the project. The study provides for analysis and evaluation of vehicular and train traffic, road geometrics, and railroad crossing geometrics and includes recommendations for feasible alternatives for a potential grade separation. The study also includes a detailed analysis of the severity of the existing problems at the grade crossing, including trains impeding emergency vehicles and travel delays for motorists, including school buses.

Benefit: MDOT will receive a document that will identify alternatives to be carried forward to the EPE phase of the project and findings that will be incorporated into the environmental documents.

Funding Source: 80% Federal Highway Administration Funds (earmarked) 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, the consultant will not be able to complete the detailed analysis identifying alternatives for the EPE phase.

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 the original contract.

New Project Identification: This is not a new project.

Zip Code: 48183.

62. *TRANSPORTATION PLANNING - Access Management Plan

Contract (2008-0016) between MDOT and Progressive AE will provide for the development of a comprehensive corridor access management plan and a model access management ordinance to be provided to local governing bodies for the M-121 (formally known as M-21 Old) corridor from I-196 to the I-196 business loop in Ottawa County. The contract will be in effect from the date of the award through September 30, 2008. The contract amount will be \$116,158. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This study is critical because the same corridor is currently programmed for a reconstruction and rehabilitation (R&R) project that has yet to be designed. The findings and recommendations from this study will be utilized in the design of the R&R project. If this study is not approved, MDOT will miss the opportunity to include the findings and recommendations of the study in the design of the R&R project.

Purpose/Business Case: To provide for the performance of an access management study for a large section of M-121. The study will include recommendations for typical access management improvements for a portion of the corridor and make specific recommendations for efficient access management in the segment of the corridor scheduled as part of the future R&R project.

Benefit: Improvements to safety and mobility throughout the corridor. A major benefit of performing the study now is that the results will be available for the design phase of the R&R project, which will allow applicable findings and recommendations to be incorporated into the design of the project.

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

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

Risk Assessment: If this contract is not approved and the work is not performed, MDOT will lose the opportunity to incorporate the study's access management recommendations into the design of the upcoming R&R project and to improve traffic safety and mobility.

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: 49426.

63. *TRANSPORTATION PLANNING - Heritage Route Corridor Study

Contract (2008-0024) between MDOT and T.Y. Lin International Great Lakes, Inc., will provide for the development of a conceptual corridor plan for the purpose of determining future lane use requirements and opportunities for streetscaping and non-motorized amenities for the US-12/Michigan Avenue Heritage Route through the city of Inkster. The contract will be in effect from the date of award through September 30, 2008. The contract amount will be \$49,969.12. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The City of Inkster wishes to examine the corridor to investigate the possibility of making improvements to boost the economic development of the community. The 8-lane divided boulevard in the city is underutilized, and there is an opportunity to add pedestrian amenities, parking, and streetscape/landscape improvements, as was successfully done under a plan completed in 2006 for the US-12 corridor in the Corktown neighborhood of Detroit. The corridor is also a Michigan Heritage Route, and the resulting plan will become a part of the Heritage Route plan.

Purpose/Business Case: To use community input (Context Sensitive Solutions) to develop a conceptual corridor plan for US-12/Michigan Avenue, a designated Michigan Heritage Route, through the city of Inkster. The study will be used to determine future lane usage (based on traffic forecasts) and to explore opportunities for adding streetscaping and non-motorized amenities. The plan will provide guidance to MDOT's Metro Region Office concerning the future rehabilitation of the roadway and will provide the City of Inkster with opportunities for economic development and aesthetic improvements.

Benefit: Roadway improvements will need to be made on this portion of Michigan Avenue in the near future. This corridor plan will guide the design and rehabilitation of the road to provide non-motorized facilities, which will help MDOT to achieve its multi-modal goals. Improvements to the corridor will help to spur economic development within this older community. Heritage Route funding is currently available for 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: Funding for this study is currently available through the Heritage Route program; such funding may not be available at a future time. The community is excited about the potential for the study and supports it at this time. If this study is not approved, the future rehabilitation of the corridor may not sufficiently reflect the desires of the community or the intentions of the Heritage Route program.

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: 48141.

SUBCONTRACTS

64.	Central Michigan Contracting 1301 Commerce Drive Farwell, Michigan 48622	Low Bid: Engineer's Estimate: Over/Under:	\$162,576.50 \$170,000.00 -4.4%
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Description of Work: Time Extension

Approval is requested to authorize the Clare County Road Commission to extend the term of a subcontract by four months to provide sufficient time for the contractor to perform the work. The project was put on hold in the spring because of budget issues. The subcontract provides for the installation of a left-turn lane on M-115 at Surrey Road in Clare County. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract was approved by the State Administrative Board on September 27, 2006. The revised subcontract term will be September 27, 2006, through September 30, 2008. Source of Funds: 67% State Restricted Trunkline Funds and 33% Dollar General Store Funds.

Criticality: If this service is not performed and work is delayed, the road will remain congested. This intersection will remain a hazard, resulting in an increased chance of accidents. Installation of a left-turn lane will help to keep traffic moving. It will also help prevent future accidents by preventing traffic backups.

Purpose/Business Case: To provide for the installation of a left-turn lane on M-115 at Surrey Road in Clare County. The project was put on hold in the spring because of the State's budget issues. Contractor has agreed to honor prices and to begin the construction of the left-turn lane.

Benefit: Will provide for the installation of a left-turn lane that will make it safer to turn.

Funding Source: 67% State Restricted Trunkline Funds and 33% Dollar General Store Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: The left-turn lane is needed to help eliminate accidents and to cut down on traffic congestion at Surrey Road.

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

Selection: Low bid.

New Project Identification: This is a new project.

Zip Code: 48622.

65.	Jon Berry Janitorial Maintenance 622 Grant Germfask, Michigan 49836	Low Bid: Optional 1st Year:	\$ 124,360 \$ 40,440
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Description of Work: Rest Area Janitorial Services

Approval is requested to authorize the Schoolcraft County Road Commission to award the first optional year of a subcontract for the provision of janitorial services, grounds maintenance, lawn maintenance, and spring clean up at the Seney Rest Area in Schoolcraft County. The three-year subcontract with the option of two one-year extensions was awarded to the low bidder and approved by the State Administrative Board on November 2, 2004. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the rest area building and grounds will not be properly maintained. This work is needed to keep the rest area open to the public year-round.

Purpose/Business Case: To provide for janitorial services, grounds maintenance, lawn maintenance, and spring clean up at the Seney Rest Area.

Benefit: Will provide for a safe, clean, sanitary, and properly supplied tourist facility for traveling motorists.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The MDOT Business Plan would be compromised if all components of the transportation system were not maintained in accordance with MDOT standards.

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

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

Zip Code: 49836.

Funding Source:

74747A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
74763A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
74764A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
88405A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49277.

67.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710003	\$ 2,196,239.25	\$ 2,053,511.30
	PROJECT M 55011-80179		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 03, 2008		-6.50 %

2.65 mi of hot mix asphalt cold milling and resurfacing, construction of hot mix asphalt passing relief lane, culvert and guardrail improvements on US-41 from south of Little River Bridge northerly to south of County Road 338, Menominee County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 2,053,511.30	Same	1 **
Musson Bros., Inc.	\$ 2,307,980.08	\$ 2,288,630.08	2
Barley Trucking & Excavating, Inc.	\$ 2,368,791.59	Same	3
Super Excavators, Inc.	\$ 2,828,157.99	\$ 2,828,082.24	n/c
A. Lindberg & Sons, Inc.			
Hebert Construction Company			
M & M Excavating Co., Inc.			
Payne & Dolan, Inc.			

4 Bidders

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

Purpose/Business Case: The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

Benefit: Passing relief lanes reduce congestion and improve operations along two-lane rural highways. The congestion being addressed is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities.

Funding Source:

80179A

State Restricted Trunkline Funds 100 %

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

Risk Assessment: There is a greater risk of accidents and injuries due to lack of passing opportunities.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity.

Selection: Low bid.

New Project Identification: New construction and reconstruction.

Zip Code: 49887.

68. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710004 ENG. EST. LOW BID
 \$ 2,751,360.85 \$ 2,859,511.61
 PROJECT BRN 39014-81325
 LOCAL AGRMT. 07-5100 % OVER/UNDER EST.
 START DATE - APRIL 07, 2008
 COMPLETION DATE - JULY 25, 2008 3.93 %

0.28 mi of bridge replacement widening, hot mix asphalt paving, culverts, concrete curb and gutter, and guardrail on Parkview Avenue over US-131, Kalamazoo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 2,859,511.61	Same	1 **
Davis Construction, Inc.	\$ 3,028,139.86	Same	2
Milbocker and Sons, Inc.	\$ 3,249,671.06	Same	3
C. A. Hull Co., Inc.	\$ 3,318,143.68	Same	4
L.W. Lamb, Inc.			
Walter Toebe Construction Co.			

4 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 tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

81325A

AT&T	0.35 %
Kalamazoo County	13.29 %
Federal Highway Administration Funds	67.97 %
State Restricted Trunkline Funds	18.39 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48909.

70. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710006
 PROJECT EBSL 04021-90181
 LOCAL AGRMT.
 START DATE - MAY 15, 2008
 COMPLETION DATE - JUNE 27, 2008

ENG. EST.	LOW BID
\$ 1,029,263.01	\$ 768,976.50
	% OVER/UNDER EST.
	-25.29 %

8.65 mi of hot mix asphalt surfacing on M-32 from east of M-65 north to west of Lake Winyah Road, Alpena County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 768,976.50	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 910,885.00	Same	2
Payne & Dolan, Inc.			

2 Bidders

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

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

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

Funding Source:

90181A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49707.

71. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710007
 PROJECT BHN 56021-74031
 LOCAL AGRMT.
 START DATE - JUNE 03, 2008
 COMPLETION DATE - AUGUST 23, 2008

ENG. EST. LOW BID
 \$ 701,384.51 \$ 764,952.63

% OVER/UNDER EST.
 9.06 %

Deck patching, joint replacement, crack seal, substructure repair, steel repair, and zone painting on M-20 over the abandoned CSX Railroad and Tittabawassee River in the city of Midland, Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 764,952.63	Same	1 **
J. Slagter & Son Construction Co.	\$ 765,317.84	Same	2
Anlaan Corporation	\$ 884,896.96	Same	3
Midwest Bridge Company	\$ 951,431.00	Same	4
C. A. Hull Co., Inc.	\$ 1,012,616.16	Same	5
L.W. Lamb, Inc.			

5 Bidders

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

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

74031A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48640.

72. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710008
 PROJECT NHG 84911-78798
 LOCAL AGRMT.
 START DATE - MAY 19, 2008
 COMPLETION DATE - NOVEMBER 01, 2008

ENG. EST. LOW BID
 \$ 481,207.74 \$ 398,268.41

% OVER/UNDER EST.
 -17.24 %

68.80 mi of non-freeway sign replacement on US-2 from the Gogebic/Iron County line easterly to the Dickinson/Menominee County line in the cities of Iron River, Crystal Falls, Iron Mountain and Norway, Iron and Dickinson Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 398,268.41	Same	1 **
NES Traffic Safety Limited Partner	\$ 402,656.25	Same	2
J & J Contracting, Inc.	\$ 422,493.55	Same	3
Give 'em A Brake Safety	\$ 492,462.75	Same	4
Trans Tech Electric, L.P.	\$ 521,870.25	Same	5
Highway Service Co., Inc.			
Midwest Bridge Company			

5 Bidders

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

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

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

Funding Source:

78798A

Federal Highway Administration Funds 100 %

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

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

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

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49801.

73. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710009
 PROJECT BHN 79041-86985
 LOCAL AGRMT.
 START DATE - SEPTEMBER 02, 2008
 COMPLETION DATE - OCTOBER 04, 2008

ENG. EST.
 \$ 332,730.46

LOW BID
 \$ 301,810.10

% OVER/UNDER EST.
 -9.29 %

Joint replacement, substructure repair, partial painting, placing riprap, and substructure and deck fascia repairs on M-46 over the Cass River and over Houghton (Evergreen) Creek, Tuscola County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 301,810.10	Same	1 **
Davis Construction, Inc.	\$ 319,047.10	Same	2
C. A. Hull Co., Inc.	\$ 416,240.88	Same	3
Midwest Bridge Company	\$ 445,662.00	Same	4
Anlaan Corporation	\$ 502,251.50	Same	5
McDowell Construction, L.L.C.	\$ 537,746.49	Same	6
L.W. Lamb, Inc.			
C. R. Hunt Construction Company			

6 Bidders

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

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

86985A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48768.

74. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710010
 PROJECT ST 73021-87000
 LOCAL AGRMT.
 START DATE - JULY 07, 2008
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.
 \$ 201,187.06

LOW BID
 \$ 194,230.70

% OVER/UNDER EST.
 -3.46 %

Installation of articulating concrete block system, riprap placement, ditch cleanout and substructure repair at five structures on M-57 over Alberts Drain and over Dearsall Drain, on M-46 over Cool Creek, on M-81 over Weaver Drain and on M-83 over Jordan Drain, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
McDowell Construction , L.L.C.	\$ 194,230.70	Same	1 **
Heystek Contracting Inc.	\$ 208,700.00	Same	2
Rohde Brothers Excavating, Inc.	\$ 225,308.00	Same	3
J. Slagter & Son Construction Co.	\$ 258,705.91	Same	4
Anlaan Corporation	\$ 265,790.91	Same	5
Davis Construction, Inc.	\$ 307,772.60	Same	6
L.W. Lamb, Inc.			
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			
C. A. Hull Co., Inc.			

6 Bidders

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

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

87000A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

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

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

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

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49329.

81.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710021	\$ 528,706.20	\$ 439,889.00
	PROJECT M 84913-90090		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 07, 2008		
	COMPLETION DATE - AUGUST 08, 2008		-16.80 %

59.66 mi of overband crack fill treatment on M-37, M-21, M-11, I-196 and I-196BR in the cities of Grandville, Grand Rapids, Holland, Kentwood, Lowell, Walker, Wyoming and Zeeland, Kent and Ottawa Counties.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 439,889.00	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 511,009.00	Same	2
American Pavement Solutions, Inc.	\$ 908,000.27	Same	3
Causie Contracting, Inc.			
Michigan Joint Sealing, Inc.			
Fahrner Asphalt Sealers, LLC.			

3 Bidders

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

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

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

Funding Source:

90090A

State Restricted Trunkline Funds

100 %

Funding Source:

100207A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48872.

85. LETTING OF OCTOBER 05, 2007 ENG. EST. LOW BID
PROPOSAL 0710025 \$ 748,875.39 \$ 768,170.85
PROJECT STG 84914-101083
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 25, 2009 2.58 %

Traffic signal installation and upgrades on various trunklines, Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac, and Tuscola Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 768,170.85	Same	1 **
Alpha Electric, Inc.	\$ 787,491.00	Same	2
J R Howell Airport Lighting LLC	\$ 794,211.84	Same	3
Motor City Electric Utilities Co.	\$ 832,734.36	Same	4
Strain Electric Company			
Severance Electric Co., Inc.			
Trans Tech Electric, L.P.			
Nationwide Fence & Supply Company			
Metropolitan Power & Lighting, Inc.			

4 Bidders

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

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

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

Funding Source:

101083A

Federal Highway Administration Funds 100 %

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

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

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

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48601.

86.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710027	\$ 571,948.45	\$ 447,200.90
	PROJECT STT 29021-100141		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 09, 2008		
	COMPLETION DATE - JULY 17, 2008		-21.81 %

13.08 mi of crack fill and single chip seal on M-57 from west of Luce Road easterly to the US-127/M-57 interchange and from the interchange to east of Baldwin Road and on M-18 from Burgess Road northerly to Buzzell Road, Gratiot and Gladwin Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, LLC.	\$ 447,200.90	Same	1 **
Michigan Pavement Solutions LLC	\$ 570,348.90	Same	2

2 Bidders

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

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

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

Funding Source:

100141A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48624.

87.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710028	\$ 830,949.26	\$ 613,375.28
	PROJECT STT 78052-100092		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 04, 2008		
	COMPLETION DATE - SEPTEMBER 12, 2008		-26.18 %

7.09 mi of single chip seal with microsurfacing on M-66 from north of Memorial Road to the M-86 junction in the city of Sturgis, St. Joseph County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, LLC.	\$ 613,375.28	Same	1 **
Strawser Incorporated	\$ 669,515.92	Same	2
Terry Asphalt Materials, Inc.	\$ 699,427.08	Same	3
Pavement Maintenance Systems, Inc.	\$ 757,397.24	Same	4
Michigan Pavement Solutions LLC			

4 Bidders

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

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

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

Funding Source:

100092A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49091.

88. LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
PROPOSAL 0710029	\$ 641,642.67	\$ 521,409.65
PROJECT ST 46032-100258		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - MAY 01, 2008		
COMPLETION DATE - JULY 31, 2008		-18.74 %

9.13 mi of overband crack filling and microsurfacing on M-156 from Park Drive to M-34, Lenawee County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Terry Asphalt Materials, Inc.	\$ 521,409.65	Same	1 **
Strawser Incorporated	\$ 541,620.41	Same	2
Pavement Maintenance Systems, Inc.	\$ 626,006.75	Same	3
Fahrner Asphalt Sealers, LLC.			

3 Bidders

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

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

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

Funding Source:

100258A

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

Funding Source:

87116A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48198.

91.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710032	\$ 431,818.00	\$ 473,717.05
	PROJECT ST 13043-90321		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 16, 2008		
	COMPLETION DATE - AUGUST 15, 2008		9.70 %

2.81 mi of microsurfacing on I-94BL (Eaton Street) from C Drive North southerly to M-99 (Michigan Avenue), and on M-99 (Superior Street) from Ash Street to south of the Kalamazoo River Bridge located in the city of Albion, Sheridan Township, Calhoun County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Terry Asphalt Materials, Inc.	\$ 473,717.05	Same	1 **
Pavement Maintenance Systems, Inc.	\$ 501,649.89	Same	2
Strawser Incorporated	\$ 518,777.80	Same	3
Fahrner Asphalt Sealers, LLC.			

3 Bidders

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

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

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

Funding Source:

90321A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49224.

92. LETTING OF OCTOBER 05, 2007 ENG. EST. LOW BID
PROPOSAL 0710034 \$ 372,999.62 \$ 382,628.89
PROJECT M 82121-88836-2
LOCAL AGRMT. 07-5370 % OVER/UNDER EST.
START DATE - APRIL 15, 2008
COMPLETION DATE - JULY 11, 2008 2.58 %

4.47 mi of drainage repairs at five locations on M-5 from M-39 southeasterly to Livernois Avenue in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 382,628.89	Same	1 **
Sunset Excavating, Inc.	\$ 404,978.95	\$ 404,973.95	2
L Squared Construction, LLC.	\$ 429,426.85	Same	3
Posen Construction, Inc.	\$ 432,929.75	Same	4
Warren Contractors & Development	\$ 450,569.39	Same	5
Kelcris Corporation	\$ 471,749.50	Same	6
Peter A. Basile Sons, Inc.	\$ 496,187.35	Same	7
Zito Construction Co.	\$ 497,870.00	Same	8
Major Cement Company			
ABC Paving Company			

8 Bidders

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

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

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

Funding Source:

88836A
 City of Detroit 12.44 %
 State Restricted Trunkline Funds 87.56 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48226.

93.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710035	\$ 275,405.75	\$ 272,188.77
	PROJECT IM 50111-100106		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 02, 2008		
	COMPLETION DATE - JUNE 11, 2008		-1.17 %

6.10 mi of overband crack filling and sealing and pavement marking on I-94 from M-102 northerly to Masonic Boulevard in the cities of Roseville, Eastpointe and St. Clair Shores, Macomb County.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 272,188.77	Same	1 **

1 Bidder

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

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

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

Funding Source:

100106A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48066.

94.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710036	\$ 432,318.93	\$ 377,827.85
	PROJECT ST 78042-100093		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 20, 2008		
	COMPLETION DATE - JULY 25, 2008		-12.60 %

4.40 mi of overband crack filling and microsurfacing on M-60 from 4th Street to Hov Aire Drive and from the east township limits of Leonidas to the Branch County line in the city of Three Rivers, St. Joseph and Branch Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Terry Asphalt Materials, Inc.	\$ 377,827.85	Same	1 **
Strawser Incorporated	\$ 382,014.21	Same	2
Pavement Maintenance Systems, Inc.	\$ 425,771.57	Same	3
Fahrner Asphalt Sealers, LLC.			

3 Bidders

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

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

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

Funding Source:

100093A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49093.

95.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710037	\$ 677,166.12	\$ 535,450.68
	PROJECT ST 84914-100125		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 19, 2008		
	COMPLETION DATE - JULY 11, 2008		-20.93 %

119.71 mi of hot mix asphalt overband crack filling and pavement markings at 19 locations on I-75, M-13, M-138, M-84, M-25, US-127, US-10, M-20, M-57, M-46, Wilder Road and at the Linwood Rest Area in the cities of Bay City, Chesaning, and Midland, Arenac, Bay, Clare, Gratiot, Midland and Saginaw Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 535,450.68	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 579,559.48	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 919,209.05	Same	3
Causie Contracting, Inc.			
Michigan Joint Sealing, Inc.			

3 Bidders

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

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

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

Funding Source:

100125A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48706 Region-wide.

96. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710038 ENG. EST. LOW BID
 \$ 406,478.41 \$ 294,636.14
 PROJECT ST 57022-90199
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 04, 2008
 COMPLETION DATE - 10 working days -27.51 %

8.38 mi of overband crack filling and chip sealing on M-55 from Merritt Road to the east Missaukee County line and on M-66 from M-42 to Rhoby Road, Missaukee County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, LLC.	\$ 294,636.14	Same	1 **
Highway Maintenance and Const. Co.	\$ 341,537.10	Same	2
Michigan Pavement Solutions LLC	\$ 343,297.15	Same	3
Superior Chip Sealing & Maintenance	\$ 348,810.42	Same	4

4 Bidders

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

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

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

Funding Source:

90199A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49651.

97. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710039
 PROJECT M 84912-90204
 LOCAL AGRMT.
 START DATE - JUNE 02, 2008
 COMPLETION DATE - 26 working days

ENG. EST.	LOW BID
\$ 184,250.00	\$ 145,831.50
	% OVER/UNDER EST.
	-20.85 %

39.88 mi of hot mix asphalt crack treatment on various state trunkline routes in the cities of Manistee, Ludington, Lake City, Ewart, and Manton, the villages of Baldwin and Marion, Manistee, Mason, Missaukee, Lake, Osceola, and Wexford Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 145,831.50	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 176,455.00	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 366,617.00	Same	3
Causie Contracting, Inc.			
Michigan Joint Sealing, Inc.			

3 Bidders

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

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

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

Funding Source:

90204A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49601.

98. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710040 ENG. EST. LOW BID
 \$ 401,742.23 \$ 376,717.07
 PROJECT STT 73021-100124
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 05, 2008
 COMPLETION DATE - JUNE 06, 2008 -6.23 %

2.34 mi of hot mix asphalt cold milling and resurfacing and sidewalk ramp retrofits on M-57 beginning just east of the Great Lakes Central railroad crossing easterly to Stuart Road in the village of Chesaning, Saginaw County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 376,717.07	Same	1 **
Michigan Paving & Materials Co.	\$ 403,000.00	Same	2
Pyramid Paving & Contracting Co.	\$ 418,621.14	Same	3

3 Bidders

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

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

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

Funding Source:

100124A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48616.

99. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710041 \$ 71,641.56 \$ 50,783.51
 PROJECT STT 50072-100103
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 18, 2008
 COMPLETION DATE - MAY 24, 2008 -29.11 %

2.25 mi of overband crack filling and pavement marking on M-29 from Baker Road easterly to County Line Road in the city of New Baltimore, Macomb County.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Joint Sealing, Inc.	\$ 50,783.51	Same	1 **
Scodeller Construction, Inc.	\$ 52,550.68	Same	2
Interstate Sealant & Concrete, Inc.	\$ 68,607.61	Same	3
Causie Contracting, Inc.			
Fahrner Asphalt Sealers, LLC.			

3 Bidders

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

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

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

Funding Source:

100103A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48051.

100. LETTING OF OCTOBER 05, 2007 ENG. EST. LOW BID
 PROPOSAL 0710042 \$ 2,180,684.13 \$ 2,057,971.28
 PROJECT IMG 58151-80654
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JANUARY 03, 2008
 COMPLETION DATE - NOVEMBER 15, 2008 -5.63 %

27.00 mi of freeway signing and guardrail upgrades on I-75 from the Michigan/Ohio State line to the Monroe/Wayne County line, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Highway Service Co., Inc.	\$ 2,057,971.28	Same	1 **
Action Traffic Maintenance, Inc.	\$ 2,173,087.26	Same	2
Midwest Bridge Company	\$ 2,194,597.99	Same	3
Trans Tech Electric, L.P.	\$ 2,275,000.00	Same	4
Lake Erie Construction Company			
J & J Contracting, Inc.			

4 Bidders

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

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

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

Funding Source:

80654A

Federal Highway Administration Funds 100 %

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

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

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

Selection: Low Bid.

New Project Identification: Reconstruction and sign upgrade.

Zip Code: 48157.

101.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710044	\$ 1,150,654.00	\$ 972,742.95
	PROJECT NH 41131-90089		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 15, 2008		
	COMPLETION DATE - SEPTEMBER 26, 2008		-15.46 %

4.15 mi of cold milling and one course hot mix asphalt resurfacing on US-131 from the Kent/Barry County line northerly to 76th Street in the township of Byron, Kent County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 972,742.95	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,164,915.65	Same	2
Aggregate Industries-Central Region	\$ 1,264,966.80	Same	3

3 Bidders

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

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

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

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

Cost Reduction: Reconstructing the existing lot will greatly reduce the initial maintenance costs for the carpool lot. Our customers will benefit from the reduced costs and inconvenience associated with the configuration, overcrowding and surface condition of the existing carpool lot.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49093.

103.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710047	\$ 415,406.52	\$ 380,185.77
	PROJECT NH 36022-100395		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 02, 2008		
	COMPLETION DATE - JUNE 27, 2008		-8.48 %

1.79 mi of hot mix asphalt cold milling and resurfacing, aggregate shoulders, sidewalk ramp upgrades, guardrail adjustment, and pavement markings on US-2 from west of River Street easterly to west of Anderson Road in the city of Iron River, Iron County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Northeast Asphalt, Inc.	\$ 380,185.77	Same	1 **
Bacco Construction Company	\$ 399,071.04	Same	2

2 Bidders

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

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

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

Funding Source:

100395A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49935.

LOCAL PROJECTS

104. LETTING OF OCTOBER 05, 2007 ENG. EST. LOW BID
PROPOSAL 0710001 \$ 870,290.00 \$ 745,685.50
PROJECT STE 41081-100571
LOCAL AGRMT. 07-5528 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - JULY 31, 2008 -14.32 %

3.10 mi of hot mix asphalt non-motorized pathway, pathway grading, and modular concrete retaining wall on Forest Hill Avenue from Ada Drive northerly to M-21, on Crahen Avenue from Michigan Street northerly to Leonard Street, and on Leonard Street from Crahen Avenue westerly to Winterwood Drive, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dykema Excavators, Inc.	\$ 745,685.50	Same	1 **
Dean's Landscaping & Excavating	\$ 757,949.26	Same	2
Mead Bros. Excavating, Inc.	\$ 765,521.14	Same	3
Kentwood Excavating, Inc.	\$ 772,996.00	Same	4
Spring Valley Contracting, LLC.	\$ 776,606.00	Same	5
CL Trucking & Excavating, LLC.	\$ 781,920.26	Same	6
Nashville Construction Company	\$ 795,453.31	Same	7
Schippers Excavating, Inc.	\$ 897,088.50	Same	8
Diversco Construction Company Inc.	\$ 965,735.26	Same	9
Bultema Brothers Road Contractors			
Milbocker and Sons, Inc.			
D.J. McQuestion & Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Midwest Bridge Company			
Anlaan Corporation			
J.E. Kloote Contracting, Inc.			
Brenner Excavating, Inc.			

9 Bidders

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

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

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

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users contains broad based guidance for interested entities. Prior to proceeding with award concurrence from the FHWA is required.

Benefit: By awarding this project, intermodal transportation systems are further developed. Transportation enhancement projects also foster the growing environmental awareness present in 21st century America.

Funding Source:

100571A

Kent County	61.00 %
Federal Highway Administration Funds	39.00 %

(Transportation Enhancement Funds-SAFETEA)

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: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

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: Transportation Enhancement.

Selection: Low bid.

Zip Code: 49525.

105. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710014
 PROJECT STH 81609-78286
 LOCAL AGRMT. 04-5422
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2008

ENG. EST.
 \$ 225,810.00

LOW BID
 \$ 214,708.48

% OVER/UNDER EST.
 -4.92 %

Installation of illuminated overhead street signs with traffic signals at 23 intersections citywide in Ann Arbor, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 214,708.48	Same	1 **
Motor City Electric Utilities Co.	\$ 217,603.23	Same	2
Alpha Electric, Inc.	\$ 217,683.00	Same	3
Severance Electric Co., Inc.	\$ 220,105.00	Same	4
J R Howell Airport Lighting LLC	\$ 221,500.35	Same	5
Metropolitan Power & Lighting, Inc.	\$ 229,981.37	Same	6
J. Ranck Electric, Inc.	\$ 251,800.36	Same	7
Nationwide Fence & Supply Company			
Trans Tech Electric, L.P.			

7 Bidders

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

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

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

Purpose/Business Case: This project is for illuminated street name sign installation for a portion of roadway 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 enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

78286A	
City of Ann Arbor	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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: Sign upgrade.

Selection: Low bid.

Zip Code: 48103.

106.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710017	\$ 138,636.00	\$ 82,788.34
	PROJECT CMG 63174-100414		
	LOCAL AGRMT. 07-5583		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 15, 2008		-40.28 %

Removal of existing signals, poles and controllers on 14 Mile Road at the Manitow Street and Custer Street intersections and installation of new traffic signals at the Bywood Street intersection in the city of Clawson, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 82,788.34	Same	1 **
Metropolitan Power & Lighting, Inc.	\$ 89,967.84	Same	2
Alpha Electric, Inc.	\$ 96,934.41	Same	3
Nationwide Fence & Supply Company	\$ 119,562.64	Same	4
Posen Construction, Inc.	\$ 120,724.41	Same	5
J. Ranck Electric, Inc.	\$ 121,258.91	Same	6
Motor City Electric Utilities Co.	\$ 156,928.25	Same	7

7 Bidders

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

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

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of roadway on the federal-aid highway system, under local jurisdiction. This project 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:

100414A

Federal Highway Administration Funds 100 %

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

Risk Assessment: 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: Sign upgrades.

Selection: Low bid.

Zip Code: 48017.

107.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710018	\$ 228,131.00	\$ 177,831.88
	PROJECT STL 64026-78672		
	LOCAL AGRMT. 07-5586		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 10 working days		-22.05 %

0.73 mi of hot mix asphalt resurfacing, base crushing and shaping, roadway grading, turf establishment, and pavement marking on Garfield Road from M-20 easterly to the New Era west village limit, Oceana County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 177,831.88	Same	1 **
Michigan Paving & Materials Co.	\$ 220,984.10	Same	2
Omans Contracting, Inc.	\$ 224,387.70	Same	3
D.J. McQuestion & Sons, Inc.			

3 Bidders

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

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

Purpose/Business Case: This project is for the resurfacing of a portion of roadway 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 enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

78672A
 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 resurfacing.

Selection: Low bid.

Zip Code: 49446.

REAL ESTATE PROJECTS

108. LETTING OF OCTOBER 05, 2007
 PROPOSAL 0710048 ENG. EST. LOW BID
 \$ 32,658.37 \$ 22,813.30
 PROJECT M 44011-83716B01, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - APRIL 19, 2008 -30.15 %

Demolition of Department-owned real estate, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Novak Nurseries, Inc.	\$ 22,813.30	Same	1 **
CRS/Shaw Contracting Co.	\$ 25,601.60	Same	2
McDowell Construction , L.L.C.	\$ 27,666.12	Same	3
S.A. Torello, Inc.	\$ 30,649.00	Same	4
E.T. MacKenzie Company	\$ 32,172.40	Same	5
Rohde Brothers Excavating, Inc.	\$ 37,868.00	Same	6
Pitsch Wrecking Company	\$ 53,808.00	Same	7
Homrich Wrecking, Inc.			
Zito Construction Co.			

7 Bidders

Criticality: The purpose of this demolition is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. Demolishing the house eliminates the expense of numerous and costly repairs and ongoing maintenance cost and avoids potential liability from trespassers and potential health risk due to noncompliance with state and local ordinances. Complying with State and local ordinances adds additional time to projects. By demolishing the house and taking care of these issues now when construction later takes place delays will be held to a minimum.

Purpose/Business Case: The purpose of this demolition is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. Delaying the demolition and leaving the building vacant could increase MDOT's liability and put MDOT in violation of State and local ordinances as well as creating an attractive nuisance. Complying with State and local ordinances adds additional time to projects. By demolishing the house and taking care of these issues now when construction later takes place delays will be held to a minimum.

Benefit: Demolishing the house eliminates the expense of numerous and costly repairs and avoids potential liability from trespassers and potential health risk due to noncompliance with state and county codes.

Funding Source:

83716B01			
State Restricted Trunkline Funds	100	%	
88792B01			
State Restricted Trunkline Funds	100	%	

Commitment Level: The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

Risk Assessment: Demolition of these improvements saves maintenance cost and avoids potential future liability to MDOT.

Cost Reduction: Demolishing the improvements at this time will eliminate ongoing maintenance cost.

Selection: Low Bid.

New Project Identification: Demolition.

Zip Code: 48455.

FREIGHT SERVICES PROJECTS

109.	LETTING OF OCTOBER 05, 2007	ENG. EST.	LOW BID
	PROPOSAL 0710045	\$ 2,848,312.00	\$ 2,843,150.35
	PROJECT AO 29008-101199A		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - APRIL 30, 2009		-0.18 %

6.04 mi of track rehabilitation on state-owned railway, Gratiot County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Armond Cassil Railroad Construction	\$ 2,843,150.35	Same	1 **
CR Construction Company of Michigan	\$ 2,944,100.85	Same	2
Railworks Track Services, Inc.	\$ 3,283,189.00	Same	3

3 Bidders

Criticality: This railroad improvement project will create or retain jobs within the State of Michigan, improve track conditions, reduce maintenance costs, and increase operational efficiencies. Delaying the project would adversely impact employment in the State and would postpone necessary track improvements until after the new Ithaca ethanol plant comes on-line. Ethanol is considered a hazardous material.

Purpose/Business Case: This track rehabilitation project preserves the structural integrity and extends the service life of state-owned railway.

Benefit: Enhances train operational safety and improves the level of service to those dependent on rail service.

Funding Source:

101199A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract final cost will be based on actual quantities and unit bid prices. Even though the contract cost is not fixed, cost containment practices and past experience will keep cost to a minimum.

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

Cost Reduction: Lower operating and maintenance costs.

New Project Identification: Maintenance.

Zip Code(s): 48847, 48862, 48801.

EXTRAS

110. **Extra 2007 - 153**

Control Section/Job Number: 21422-80644-2 Local Agency Project

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

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

Contractor: Barley Trucking & Excavating, Inc.
P.O. Box 547
Menominee, MI 49858

Designed By: Wilcox Professional Services, LLC
Engineer's Estimate: \$342,951.31

Description of Project:

1.37 miles of pavement removal, earthwork, hot mix asphalt paving, guardrail, and sewer work on 9th Avenue from 3rd Avenue to the northern city limits of Gladstone, Delta County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 1, 2007	
Original Contract Amount:	\$301,363.24	
Total of Overruns/Changes (Approved to Date):	(49,431.51)	- 16.40%
Total of Extras/Adjustments (Approved to Date):	23,950.00	+ 7.95%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>29,044.75</u>	<u>+ 9.64%</u>
Revised Total	<u>\$304,926.48</u>	+ 1.19%

Offset Information

Total Offsets This Request	(\$612.00)	- 0.20%
Net Revised Request	\$28,432.75	+ 9.43%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.45% under the original budget for an **Authorized to Date Amount** of \$275,881.73.

Approval of this extra will place the authorized status of the contract 1.19% or \$3,563.24 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

Aggregate Base, 6 inch	2,666.000 Syd @ \$4.20/Syd	\$11,197.20
Aggregate Base, LM	100.000 Cyd @ \$12.45/Cyd	1,245.00
Mulch Blanket	521.000 Syd @ \$2.75/Syd	1,432.75
Trenching	30.000 Sta @ \$505.66/Sta	<u>15,169.80</u>
Total		<u>\$29,044.75</u>

CM 3 Offset Information

Mulch	-408.000 Syd @ \$0.75/Syd	(\$306.00)
Mulch Anchoring	-408.000 Syd @ \$0.75/Syd	<u>(306.00)</u>
Total		<u>(\$612.00)</u>

Net Revised CM 3 Request **\$28,432.75**

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

The project was originally set up to have the existing paved shoulders removed and then repaved. Once the shoulders were removed, the engineer determined that the existing material under the shoulder would not provide proper support to the new pavement. The engineer directed the contractor to trench out the shoulder material and replace it with six inches of new aggregate base material. In some of the areas only a minimal amount of the existing material had to be removed and not to the depth of six inches. In these areas the loose measure item was used to add only aggregate base material to the existing material to make the area stable for paving. The extra costs for Aggregate Base, 6 inch, Aggregate Base, LM and Trenching were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT’s Average Unit Price Index.

Due to the dry conditions at the time of seeding, the engineer directed the contractor to change from mulch and mulch anchoring to using a mulch blanket. The extra cost for Mulch Blanket was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT’s Average Unit Price Index. This item is offset by a reduction of \$612 in original items as noted above.

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

This Extra was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: FHWA, 81.85%; City of Gladstone, 18.15%.

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

Risk Assessment: 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: 49837.

111. **Extra 2007 – 154**

Control Section/Job Number: 82195-79177 MDOT Project

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

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

Contractor: E. C. Korneffel Co.
2691 Veterans Parkway
Trenton, MI 48183

Designed By: Alfred Benesch & Company
Engineer's Estimate: \$3,383,488.93

Description of Project:

0.29 miles of hot mix asphalt cold milling and resurfacing, reconstruct concrete approaches on M-1 (Woodward Avenue) from Adams Avenue to Sibley Street and structure rehabilitation on M-1 (Woodward Avenue) over I-75 in the City of Detroit, Wayne County.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$3,760,495.66	
Total of Overruns/Changes (Approved to Date):	419,278.73	+ 11.15%
Total of Extras/Adjustments (Approved to Date):	96,904.63	+ 2.58%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>490,818.28</u>	<u>+ 13.05%</u>
Revised Total	<u>\$4,767,497.30</u>	+ 26.78%

Offset Information

Total Offsets This Request	(\$241,725.00)	- 6.43%
Net Revised Request	\$249,093.28	+ 6.62%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.73% over the original budget for an **Authorized to Date Amount** of \$4,276,679.02.

Approval of this extra will place the authorized status of the contract 26.78% or \$1,007,001.64 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9 r. 1

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

CM 9

Force Account Budget (Pre-Stage Electrical Work)

\$490,818.28**Total****\$490,818.28****CM 9 Offset Information**

Cable, LC, 7.5KV, 2, 1/C#8, PLD	-475.000 Ft @ \$7.00/Ft	(\$3,325.00)
Cable, PF, 2KV, 2, 1/C#6, PLD	-475.000 Ft @ \$5.00/Ft	(2,375.00)
Cable, URD, 15KV, 1, 1/C 500MCM, PLD	-475.000 Ft @ \$26.00/Ft	(12,350.00)
Cable, URD, 15KV, 2, 1/C 500MCM, PLD	-475.000 Ft @ \$51.00/Ft	(24,225.00)
Cable, URD, 25KV, 1, 1/C 500MCM, PLD	-1,425.000 Ft @ \$28.00/Ft	(39,900.00)
Cable, URD, 25KV, 1, 3/C 500MCM, PLD	-475.000 Ft @ \$86.00/Ft	(40,850.00)
Conduit, Encased, 2, 3 inch, PLD	-80.000 Ft @ \$51.00/Ft	(4,080.00)
Conduit, Encased, 4, 5 inch, PLD	-130.000 Ft @ \$69.00/Ft	(8,970.00)
Conduit, Encased, 8, 5 inch, PLD	-210.000 Ft @ \$79.00/Ft	(16,590.00)
Mh, Three Way, PLD	-6.000 Ea @ \$13,500.00/Ea	(81,000.00)
Cable, St Ltg, 2Kv, 2, 1/C#2 & 1, #2 Neutral	-620.000 Ft @ \$13.00/Ft	<u>(8,060.00)</u>

Total**(\$241,725.00)****Net Revised CM 9 Request****\$249,093.28****Reason(s) for Extra(s)/Adjustment(s):****CM 9**

Prior to starting the work on the project, it was determined that the existing electrical duct bank was in a different location than shown on the plans. The location would not allow the construction to be performed in the manner shown on the staging plans. To mitigate the additional costs to accelerate the work due to this differing site conditions, the engineer decided to start the electrical work prior to the road construction. By completing this work prior to all the other work, the stage II electrical work can be eliminated, the reduction for this is noted above. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Force Account Budget (Pre-Stage Electrical Work) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This item is offset by a reduction of \$241,725 in original items as noted above.

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

This Extra was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 17.54%; City of Detroit, 2.46%.

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: 48211.

112. **Extra 2007 - 155**

Control Section/Job Number: 82061-60447 MDOT Project

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

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

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

Designed By: Tetra Tech of Michigan, PC
Engineer's Estimate: \$7,323,849.33

Description of Project:

1.41 miles of hot mix asphalt reconstruction, drainage improvements, sidewalk, sanitary work, and water main work on US-12 (Michigan Avenue) from Heywood Street to Howe Road and intersection improvements from 4th Street to Howe Road in the City of Wayne, Wayne County. This project includes one 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 29, 2006	
Original Contract Amount:	\$6,845,786.46	
Total of Overruns/Changes (Approved to Date):	(711,955.80)	- 10.40%
Total of Extras/Adjustments (Approved to Date):	799,088.39	+ 11.67%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>97,210.89</u>	<u>+ 1.42%</u>
Revised Total	<u>\$7,030,129.94</u>	+ 2.69%
<u>Offset Information</u>		
Total Offsets This Request	(\$10,412.30)	- 0.15%
Net Revised Request	86,798.59	+ 1.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.27% over the original budget for an **Authorized to Date Amount** of \$6,932,919.05.

Approval of this extra will place the authorized status of the contract 2.69% or \$184,343.48 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-56	2 r. 1	\$697,036.30	04/03/07
2007-146	3 r. 1, 5 r. 1	\$96,207.09	10/02/07

Contract Modification Number(s): 4, 7, 8, 9, 10, 11, 12 r.3, 13, 14 r.1, 15 r.2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

8 inch Water Main Connection	6.000 Ea @ \$3,198.26/Ea	\$19,189.56
12 inch Water Main Connection	3.000 Ea @ \$3,654.30/Ea	10,962.90
Gate Valve and Box, 6 inch	5.000 Ea @ \$816.82/Ea	4,084.10
Total		<u>\$34,236.56</u>

CM 4 Offset Information

Gate Valve and Box, 8 inch	-3.000 Ea @ \$819.22/Ea	(\$2,457.66)
Tapping Valve, 8 inch	-4.000 Ea @ \$1,889.06/Ea	(7,556.24)
Total		(\$10,013.90)

Net Revised CM 4 Request

\$24,222.66

CM 7

Catch Basin Footings	1.000 Ea @ \$1,888.34/Ea	\$1,888.34
Total		<u>\$1,888.34</u>

CM 8

Storm Sewer Bridge Truss Conflict	1.000 Ea @ \$1,873.81/Ea	\$1,873.81
Total		<u>\$1,873.81</u>

CM 9

Roof drain connections	1.000 Ea @ \$4,552.45	\$4,552.45
Total		<u>\$4,552.45</u>

CM 10

Watermain repairs and Storm Sewer Relocation at Howe Road	1.000 LS @ \$9,982.33/LS	\$9,982.33
Replacement Roof Slab for DWSD Chamber	1.000 LS @ \$19,099.48/LS	19,099.48
Total		<u>\$29,081.81</u>

CM 11

Maintenance Cold Patching for Roadway	1.000 LS @ \$5,356.26/LS	\$5,356.26
Total		<u>\$5,356.26</u>

CM 12

Extra work at Brownies Diner	1.000 LS @ \$1,966.08/LS	\$1,966.08
Total		<u>\$1,966.08</u>

CM 12 Offset Information

Slope Restoration	-120.000 SYD @ \$3.32/SYD	<u>(\$398.40)</u>
Total		<u>(\$398.40)</u>

Net Revised CM 12 Request **\$1,567.68**

CM 13

Additional removal and grading at 34806 WB US-12	1.000 LS @ \$1,380.62/LS	\$1,380.62
Saw cut for sidewalk integrated with adjacent wall foundation	1.000 LS @ \$767.81/LS	<u>767.81</u>
Total		<u>\$2,148.43</u>

CM 14

Unmarked sanitary line routed to Existing sanitary manhole at Howe	1.000 LS @ \$2,914.15/LS	<u>\$2,914.15</u>
Total		<u>\$2,914.15</u>

CM 15

Deteriorated Sanitary Sewer Repairs	1.000 LS @ \$13,193.00/LS	<u>\$13,193.00</u>
Total		<u>\$13,193.00</u>

Total Offsets This Request **(\$10,412.30)**

Net Revised Request **\$86,798.59**

Grand Total **\$97,210.89**

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

CM 4

The city requested to change the water main tie-ins from a tapping sleeve to a more gradual connection. This would cut down on future maintenance of the system and, for some of the connections, would also be less expensive. This item was originally set up on contract modification 3 and now represents the number needed to date. The extra costs for the 8 inch Water Main Connections and 12 inch Water Main Connections were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the original work. These costs are offset by a \$7,556.24 decrease in the original item indicated above.

The plans did not indicate that gate valves with boxes would be required for the four and six inch water lines. Some of the valves were set up to be placed in a gate well; the city requested that they be placed in a box, which the engineer agreed with and directed the contractor to use. The extra cost for Gate Valve and Box, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment, and materials needed to complete the work. This item is offset by a \$2,457.66 decrease in the original item indicated above.

CM 7

Two of the catch basins placed on the project were too close to the water main. They were on top of the water main. The engineer directed the contractor to build a foundation to support the catch basins without resting on the water main. The extra cost for Catch Basin Footings is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 8

During the installation of the storm sewer a conflict with the rail road bridge trusses required changes to the layout and construction of the storm sewer. These changes included relocating storm manhole 2 and adjusting the grade so the adjacent pipe could maintain sufficient grades for drainage. The extra cost for Storm Sewer Bridge Truss Conflict is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 9

Roof drains were encountered at one property on Michigan Avenue. At the request of the City, the drains were reconnected to the storm sewer system. The engineer directed the contractor to connect the roof drains to the storm sewer, this also involved negotiating around existing utilities and new utilities. The extra cost for Roof drain connections is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 10

At the intersection of Michigan Avenue and Howe Road an unmarked 16-inch water main was uncovered during the storm sewer installation. When the water main was uncovered, a leak was discovered and the engineer directed the contractor to repair it. The City supplied all necessary parts for the repair. After the repair was complete, the engineer directed the contractor to remove some of the new storm sewer and re-grade so it could clear the 16 inch water main. The extra cost for Watermain repairs and Storm Sewer Relocation at Howe Rd is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

On westbound US-12 west of Second Street, a Detroit Water and Sewer Department (DWSD) sewer chamber was encountered. The existing cover or roof on the chamber conflicted with the proposed road grade. The engineer directed the contractor to install a new roof slab on the chamber that would not conflict with the proposed road grade. The extra cost for Replacement Roof Slab for DWSD Chamber is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 11

The project did not have an item set up to repair the pavement. The engineer directed the contractor to use cold patch to repair the areas to maintain traffic. The extra cost for Maintenance Cold Patching for Roadway is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 12

At the request of the City, the area between the sidewalk and curb for one of the business properties was changed from placing grass in the area to placing hot mix asphalt (HMA). The existing area already had a HMA surface in this area so the engineer directed the contractor to prepare the area for the HMA and place the HMA. The extra cost for Extra work at Brownies Diner is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This item is partially offset by a reduction in original items noted above.

CM 13

The plans did not indicate the additional work required to complete the work at one of the commercial driveways. The engineer directed the contractor to complete additional grading, earth excavation and placing class II material. The additional work also involved removing the following items: paving bricks, concrete, and HMA. The extra cost for Additional removal and grading at 34806 WB US-12 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

At one location on the project the sidewalk was tied into the foundation of an adjacent wall and had to be saw cut prior to the removal. The engineer directed the contractor to complete the saw cut so that the sidewalk could be removed without damaging the wall. The extra cost for Saw cut for sidewalk integrated with adjacent wall foundation is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 14

While working on a storm sewer manhole at the intersection of Howe Road and Michigan Avenue three unknown lines were found that drained into the manhole. The city was contacted to see if they could determine what the lines were for and they determined that they were drain lines from an adjacent business. They also determined that they should be connected to the sanitary sewer and not the storm sewer. The engineer directed the contractor to connect the lines to the nearest sanitary manhole. This item is 100 percent funded by the City of Wayne. The extra cost for Unmarked sanitary line routed to existing sanitary manhole at Howe is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 15

While working on the sanitary sewer between manhole 27 and 28 an extremely deteriorated section of sanitary sewer was encountered. The contractor was directed to perform additional work to complete this section of the sewer including bypass pumping and placing a temporary line for the sanitary to use. The extra cost for Deteriorated Sanitary Sewer Repairs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: FHWA, 69.99%; State Restricted Trunkline, 14.75%; City of Wayne, 15.26%.

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: 48184.

113. **Extra 2007 - 156**

Control Section/Job Number: 49000-84641 Local Agency Project

State Administrative Board - Does not meet criteria.

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

Contractor: P.K. Contracting, Inc.
1965 Barrett
Troy, MI 48084

Designed By: Local Agency
Engineer's Estimate: \$87,199.69

Description of Project:

198.00 miles of pavement marking, countywide, Mackinac County.

Administrative Board Approval Date:	Mary 15, 2007	
Contract Date:	June 4, 2007	
Original Contract Amount:	\$86,307.55	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>8,796.00</u>	<u>+ 10.19%</u>
Revised Total	<u>\$95,103.55</u>	+ 10.19%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$86,307.55.

Approval of this extra will place the authorized status of the contract 10.19% or \$8,796. over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

CM 1

Pavt Mrkg, Polyurea, 24 inch, Stop Bar	164.000 Ft @ \$14.00/Ft	\$2,296.00
Pavt Mrkg, Polyurea, Lt Turn Arrow Sym	4.000 Ea @ \$250.00/Ea	1,000.00
Pavt Mrkg, Polyurea, Railroad Sym	10.000 Ea @ \$450.00/Ea	4,500.00
Pavt Mrkg, Polyurea, Rt Turn Arrow	4.000 Ea @ \$250.00/Ea	1,000.00
Total		<u>\$8,796.00</u>

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

All special markings were originally specified as Overlay Cold Plastic. The engineer directed the contractor to replace the cold plastic items with polyurea, which is a more durable product. When the project is complete and balanced, these items will be offset by a reduction in original bid items totaling \$8,516. The new items match the quantity set up for the original items except for the 24 inch stop bar, which needed to be increased because it was omitted for the rail road crossings. The extra costs for Pavt Mrkg, Polyurea, 24 inch, Stop Bar; Pavt Mrkg, Polyurea, Lt Turn Arrow Sym; Pavt Mrkg, Polyurea, Railroad Sym and Pavt Mrkg, Polyurea, Rt Turn Arrow were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. These costs were deemed reasonable when compared with the original bid items.

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 Transportation Commission at its October 25, 2007, meeting.

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

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

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

Funding Source: FHWA, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 49781.

114. **Extra 2007 - 157**

Control Section/Job Number: 03479-84491 Local Agency Project

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

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

Contractor: Milbocker and Sons, Inc.
1256 29th Street
Allegan, MI 49010

Designed By: Prein & Newhof
Engineer's Estimate: \$797,863.20

Description of Project:

0.40 miles of street and parking lot improvements including earthwork, hot mix asphalt pavement, concrete curb and gutter, sidewalk, sanitary sewer, water main and pavement markings on Water Street from southeast of State Street northwesterly to Monroe Street and State Street from southwest of Brady Street northeasterly to Water Street, in the City of Allegan, Allegan County.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	December 7, 2006	
Original Contract Amount:	\$724,785.45	
Total of Overruns/Changes (Approved to Date):	100,369.00	+ 13.85%
Total of Extras/Adjustments (Approved to Date):	84,470.60	+ 11.65%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,635.94</u>	<u>+ 1.88%</u>
Revised Total	<u>\$923,260.99</u>	+ 27.38%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 25.50% over the original budget for an **Authorized to Date Amount** of \$909,625.05.

Approval of this extra will place the authorized status of the contract 27.38% or \$198,475.54 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Concrete Sawcutting	1.000 LS @ 333.75/LS	\$333.75
Roof Drain Connections	1.000 Ea @ \$2,562.00/Ea	2,562.00
Damaged/Replaced Barricade Lights	3.000 Ea @ \$15.00/Ea	45.00
Sanitary Sewer Revisions City Hall Lot	1.000 LS @ \$5,207.84/LS	5,207.84
Sanitary Sewer, 18” in Trowbridge Street	1.000 LS @ \$5,487.35/LS	5,487.35
Total		<u>\$13,635.94</u>

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

After the driveway was installed at the Shell Station the city requested revisions to the curb and driveway alignment. The engineer directed the contractor to complete additional sawcutting to make the revisions. The extra costs for Concrete Sawcutting was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials needed to complete the work.

The roof drains from the buildings surrounding the City Hall parking lot were connected to the existing storm sewer system. The City approved reconnecting them to the proposed storm sewer system. The engineer directed the contractor to reconnect the roof drains to the new storm sewer system. The extra costs for Roof Drain Connections was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT’s Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged/Replaced Barricade Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

During construction it was determined that the existing City Hall sanitary sewer connection was lower than the proposed sewer. The sanitary sewer had to be replaced to flow to the north to an existing sanitary sewer. The engineer directed the contractor to replace the sanitary sewer so the outlet from City Hall would work properly. The extra costs for Sanitary Sewer Revisions City Hall Lot was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT’s Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

During construction, it was determined that the existing sanitary sewer in Trowbridge Street was 18 inch in diameter instead of 12 inch as indicated on the plan. The City of Allegan’s Public Works Director upsizing the sanitary sewer to match the existing sewer in Trowbridge Street. The additional costs represent the additional material and installation costs for the size change. The extra costs for Sanitary Sewer, 18” in Trowbridge Street was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT’s Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

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

This Extra was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: FHWA, 52.76%; State Restricted Trunkline, 13.19%; City of Allegan, 34.05%.

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: 49010.

115. **Extra 2007 - 160**

Control Section/Job Number:	63101-54301	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Hubbell, Roth & Clark, Inc.	
Engineer's Estimate:	\$17,951,174.95	

Description of Project:

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

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$14,602,245.67	
Total of Overruns/Changes (Approved to Date):	327,012.64	+ 2.24%
Total of Extras/Adjustments (Approved to Date):	1,876,270.58	+ 12.85%
Total of Negative Adjustments (Approved to Date):	(1,200.00)	- 0.01%
THIS REQUEST	<u>14,731.88</u>	<u>+ 0.10%</u>
Revised Total	<u>\$16,819,060.77</u>	+ 15.18%

Offset Information

Total Offsets This Request	(\$15,520.00)	- 0.11
Net Revised Request	(\$788.12)	- 0.01

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.08% over the original budget for an **Authorized to Date Amount** of \$16,804,328.89.

Approval of this extra will place the authorized status of the contract 15.18% or \$2,216,815.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006 - 104	2	\$1,409,780.04	08/01/06
2007 - 032	3, 5 r. 1, 6 r. 1, 7, 8 r. 1, 9, 10, 11, 12 r. 1, 13, 14	\$166,690.90	03/06/07
2007 - 062	15, 16, 17 r. 1	\$39,409.01	05/01/07
2007 - 090	19	\$165,830.63	07/03/07
2007 - 119	23, 27	\$23,718.59	9/04/07

Contract Modification Number(s): 28 r. 1

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

CM 28

Value Engineering Change		\$788.13
Aggregate Base, 140mm Modified	2,425.000 m2 @ \$5.75/m2	<u>13,943.75</u>
Total		<u>\$14,731.88</u>

CM 28 Offset Information

Aggregate Base, 140mm	-2,425.000 m2 @ 6.40/m2	<u>(\$15,520.00)</u>
Total		<u>(15,520.00)</u>

Net Revised CM 28 Request **(\$788.12)**

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

CM 28

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$15,520 and an additional cost of \$13,943.75, resulting in a net savings of \$1,576.25. The contractor is to receive one-half net savings or \$788.13. The VECP proposed changing the aggregate base used for the temporary widening on Eleven Mile Road from aggregate to hot mix asphalt millings. The VECP will result in reduced construction costs and provide a high quality base for the temporary widening.

The costs for Value Engineering Change and Aggregate Base, 140mm Modified were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The costs were deemed reasonable as a part of a VECP review. The costs for the remaining extra work items required to implement this VECP were negotiated per Section 103.04 of the Standard Specifications for Construction. The extra costs were deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index. The VECP work is completely offset by a reduction in the original bid items as shown above.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: FHWA, 75.32%; State Restricted Trunkline, 16.57%; City of Southfield, 8.01%; SBC Communications, 0.10%.

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

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

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

Selection: Low bid.

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

Zip Code: 48037.

116. **Extra 2007 - 161**

Control Section/Job Number: 03555-83476 Local Agency Project

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

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

Contractor: Maclean Construction Company
P.O. Box 190
Ludington, MI 49431

Designed By: Wightman Jones, Inc.
Engineer's Estimate: \$1,188,826.50

Description of Project:

0.76 miles of road reconstruction with clearing, grading, sand subbase, aggregate base, hot mix asphalt pavement and restoration on 110th Avenue from M-40 to Williams Bridge Road, Allegan County.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	July 17, 2006	
Original Contract Amount:	\$1,020,000.00	
Total of Overruns/Changes (Approved to Date):	53,443.16	+ 5.24%
Total of Extras/Adjustments (Approved to Date):	67,451.00	+ 6.61%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>62,245.50</u>	<u>+ 6.10%</u>
Revised Total	<u>\$1,203,139.66</u>	+ 17.95%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.85% over the original budget for an **Authorized to Date Amount** of \$1,140,894.16.

Approval of this extra will place the authorized status of the contract 17.95% or \$183,139.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	Date
2007-71	6	\$13,880.00	05/15/07

Contract Modification Number(s): 8, 9 r. 4

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

CM 8

Granular Blanket, Type 1	1,260.000 Cyd @ \$10.00/Cyd	\$12,600.00
Underdrain, Bank, 6 inch	10.000 Ft @ \$5.00/Ft	<u>50.00</u>
Total		<u>\$12,650.00</u>

CM 9

Steel Casing Pipe, 22 inch, Jacked in Place	140.000 Ft @ \$334.00/Ft	\$46,760.00
Flowable Fill in Existing Conc. Culv.	14.000 Cyd @ \$100.00/Cyd	1,400.00
Bulkhead, 24 inch	2.000 Ea @ \$250.00/Ea	500.00
Culv End Sect, Metal, 24 inch	2.000 Ea @ \$200.00/Ea	400.00
Video Taping Sewer and Culv Pipe, 24"	160.000 Ft @ \$3.34688/Ft	<u>535.50</u>
Total		<u>\$49,595.50</u>

Grand Total

\$62,245.50

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

CM 8

Undercutting that extended to the back slope of the ditches was needed on the project. In some locations on the back slope, water continually bled out and eroded it. To help control the water, a granular blanket and a 6" bank underdrain were placed under the center of the ditch. These items were set up on previous contract modifications and now represent the amount needed to date. The 6" bank underdrain will collect the water that continually bleeds from the back slope and into the subbase, directing it away from the road and side slopes. The extra cost for Granular Blanket, Type 1 and Underdrain, Bank, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index.

CM 9

This project had two wetland areas (both containing peat), that needed to be addressed prior to completing the road. The final design resulted in a fill of eleven feet in the west wetland and about twenty feet in the east wetland. The west peat area was relatively shallow (about 10 foot maximum) which allowed us to use method A-1 as shown on the MDOT Standard Plan R-103-B. The east peat area posed several challenges. Soil borings indicated a depth of peat in excess of 35 feet at station 18+50 and a depth of approximately 20 feet at station 18+00 and 19+00, Method B-1 from the MDOT Standard Plans applied. Upon completion of the peat excavation, soil borings were completed to see if the operation had been successful. One boring at station 18+50 showed about 2 feet of peat had been trapped at 40-42' below clay grade. The engineer believed that settlement seemed unlikely since this area had approximately 45 feet of fill over it at final grade height and trying to go after that small amount of peat at that depth was not practical.

At that point in time, the cross culvert (24 inch concrete) was installed at station 18+60. The grade work then followed and the road was completed through the HMA leveling course and work was suspended in late November 2006. In late December, the road was starting to settle on the north shoulder. As the weeks passed, the settlement increased in depth and extended toward the center of the road. The engineer decided to video tape the culvert; the video showed the culvert integrity had been compromised. Due to the extreme depth of the culvert, the engineer determined that it was not a good solution to remove and replace it. The engineer directed the contractor to fill the existing culvert with flowable fill to prevent soil loss from the embankment into the culvert and to bore and jack a steel casing under the road about 100 feet west of the location and install a new culvert. The extra cost for Steel Casing Pipe, 22 inch, Jacked in Place; Flowable Fill in Existing Conc. Culv.; Bulkhead, 24 inch; Culv End Sect, Metal 24 inch and Video Taping Sewer and Culv Pipe, 24” was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT’s Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and are now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: FHWA, 60%; State Restricted Economic Development, 40%.

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: 49010.

117. **Extra 2007 - 162**

Control Section/Job Number: 21900-85434 MDOT Project

State Administrative Board - Does not meet criteria.

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

Contractor: Bacco Construction Company
P.O. Box 458
Iron Mountain, MI 49801

Designed By: Coleman Engineering Company
Engineer's Estimate: \$315,656.02

Description of Project:

9.99 acres of construction of a wetland mitigation site including topsoil stripping, grading, wetland plantings and seeding located 0.25 mi north of the intersection of US-2 and County Road KK, Delta County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 7, 2007	
Original Contract Amount:	\$253,890.29	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>46,000.00</u>	<u>+ 18.12%</u>
Revised Total	<u>\$299,890.29</u>	+ 18.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$253,890.29.

Approval of this extra will place the authorized status of the contract 18.12% or \$46,000.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

CM 1		
Excess Excavated Material, LM	8,000.00 Cyd @ \$5.75/Cyd	<u>\$46,000.00</u>
Total		<u>\$46,000.00</u>

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

CM 1

During the excavation for the construction of the wetland it was discovered that there was a mistake in the calculation of the quantity of the earth excavation. The designer inadvertently did not include the topsoil stripping as part of the earth excavation. It is estimated that this quantity will overrun by approximately 8,000 cubic yards. The project was set up to use all of the excavated materials to make berms and be used as salvaged topsoil. With the large increase in material due to the error the excess material will now need to be hauled off site. The extra cost for Excess Excavated Material, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within the TSC area and MDOT's Average Unit Price Index.

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

This Extra is recommended for approval by the State Transportation Commission at its October 25, 2007, meeting.

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

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

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

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

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

Risk Assessment: 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: 49878.

118. **Extra 2007 - 164**

Control Section/Job Number: 33045-82839 MDOT Project

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

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

Contractor: Highway Service Co., Inc.
26401 Hall Road
Woodhaven, MI 48183

Designed By: MDOT
Engineer's Estimate: \$248,336.26

Description of Project:

0.36 miles of overhead sign structure upgrades including signs on I-496 westbound at Grand Avenue and exit ramp to Larch Street (Cedar Street) in the City of Lansing, Ingham County.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	November 17, 2005	
Original Contract Amount:	\$313,772.03	
Total of Overruns/Changes (Approved to Date):	(99,000.00)	- 31.55%
Total of Extras/Adjustments (Approved to Date):	150,185.51	+ 47.86%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>14,697.16</u>	<u>+ 4.68%</u>
Revised Total	<u>\$379,654.70</u>	+ 20.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.31% over the original budget for an **Authorized to Date Amount** of \$364,957.54.

Approval of this extra will place the authorized status of the contract 20.99% or \$65,882.67 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-122	1	\$139,800.00	09/05/06
2007-121	3	\$10,385.51	9/04/07

Contract Modification Number(s): 4 r. 1

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

CM 4		
Obstruction Removal		\$4,900.76
Cut Resteeel Cages	40.000 Ft @ \$244.91/Ft	9,796.40
Total		<u>\$14,697.16</u>

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

CM 4

Obstructions were encountered while drilling for the installation of the foundations for the truss sign. The engineer determined that the obstructions needed to be removed and directed the contractor to remove them. The extra cost for Obstruction Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

The contractor had the reinforcement cages completed for the 48 inch diameter foundations. It was then determined that the foundations could be shallower, so the engineer directed the contractor to cut the cages so they would fit the revised depth. When the project is complete, a balancing contact modification will be completed with a reduction in the foundation pay item, this will completely offset the extra for cutting the cages. The reduction will be approximately \$30,000. The extra cost for Obstruction Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

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

This Extra was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: FHWA, 99.20%; State Restricted Trunkline, 0.80%.

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: 48823.

119. **Extra 2007 - 166**

Control Section/Job Number: 37011-86635 MDOT Project

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

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

Contractor: Maclean Construction Company
P.O. Box 190
Ludington, MI 49431

Designed By: MDOT
Engineer's Estimate: \$1,400,074.77

Description of Project:

0.64 miles of hot mix asphalt construction of a modified boulevard section, new intersection, and drainage improvements on US-127BR, Isabella County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	March 16, 2007	
Original Contract Amount:	\$1,243,767.49	
Total of Overruns/Changes (Approved to Date):	(\$93,810.95)	- 7.54%
Total of Extras/Adjustments (Approved to Date):	246,344.60	+ 19.81%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,865.75</u>	+ 0.47%
Revised Total	<u>\$1,402,166.89</u>	+ 12.74%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.27% over the original budget for an **Authorized to Date Amount** of \$1,396,301.14.

Approval of this extra will place the authorized status of the contract 12.74% or \$158,399.40 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-101	1 r. 2, 2 r. 1	\$246,344.60	08/07/07

Contract Modification Number(s): 3 r. 2

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

CM 3

Fertilizer, Chemical Nutrient, CI A Special	100.000 Lb @ \$1.00/Lb	\$100.00
Mulch Special	2,044.220 Syd @ \$0.20/Syd	408.84
Mulch Anchoring Special	2,044.220 Syd @ \$0.05/Syd	102.21
Riprap, Plain Special	13.320 Syd @ \$40.00/Syd	532.80
Seeding, Mixture, TUF Special	97.000 Lb @ \$3.50/Lb	339.50
Sewer, CI II, 30 inch, Tr Det B Special	40.300 Ft @ \$58.00/Ft	2,337.40
Topsoil Surface, Furn, 3 inch Special	2,045.000 Syd @ \$1.00/Syd	2,045.00
Total		<u>\$5,865.75</u>

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

CM 3

All of the items on contract modification 3 are related and were originally set up on contract modification 2. They now represent the amount needed to date. When the project was designed and let, it was understood that a county project would tie into the storm sewer system on site to allow for the drainage of the site. Due to issues at the county level, the other project could not be completed. Without this county project the site could not be drained. MDOT approached the county and they agreed to pay for the installation of the drain line under MDOT's current contract. The line will be extended from the project along the county road right-of-way and, finally, outlet just past the railroad tracks approximately 550 feet away. The extra cost for Fertilizer, Chemical Nutrient, CI A_Special; Mulch_Special; Mulch Anchoring_Special; Riprap, Plain_Special; Seeding, Mixture TUF_Special; Sewer, CI II, 30 inch, Tr Det B_Special and Topsoil Surface, Furn, 3 inch_Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index. All of the items on contract modification 3 are 100 percent Isabella County Road Commission funded.

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

This Extra was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

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

Risk Assessment: 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: 48858.

120. **Extra 2007 - 167**

Control Section/Job Number: 51053-83546 Local Agency Project

State Administrative Board - Does not meet criteria.

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

Contractor: Strain Electric Company
3376 3 Mile Road NW
Grand Rapids, MI 49534

Designed By: Hardesty & Hanover, LLP
Engineer's Estimate: \$223,871.00

Description of Project:

Replace submarine cables on Maple Street Bascule Bridge at the Manistee River in the City of Manistee, Manistee County.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	February 16, 2007	
Original Contract Amount:	\$268,000.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	2,260.87	+ 0.84%
Total of Negative Adjustments (Approved to Date):	(43,333.00)	- 16.17%
THIS REQUEST	<u>35,591.00</u>	<u>+ 13.28%</u>
Revised Total	<u>\$262,518.87</u>	- 2.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.33% under the original budget for an **Authorized to Date Amount** of \$226,927.87.

Approval of this extra will place the authorized status of the contract 2.05% or \$5,481.13 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

CM 4

Remove and Replace Navigation Lights	1.000 Unit @ \$35,591.00/Unit	<u>\$35,591.00</u>
Total		<u>\$35,591.00</u>

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

While completing the electrical work on the bridge the engineer determined that the navigation lights should also be replaced. This included replacing four span lights, six pier lights, two gauge sign lights and included new pvc conduit, wire and connections. The extra costs for Remove and Replace Navigation Lights were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on other projects in the TSC area.

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 Transportation Commission at its October 25, 2007, meeting.

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

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

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

Funding Source: FHWA, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 49660.

121. **Extra 2007 - 168**

Control Section/Job Number: 52055-89000 MDOT Project

State Administrative Board - Does not meet criteria.

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

Contractor: Associated Constructors, LLC
P O Box 970
Marquette, MI 49855

Designed By: MDOT
Engineer's Estimate: \$70,691.95

Description of Project:

Construction of truck safety turnout and portable intermittent truck weigh station on M-553 southbound south of County Road 480, Marquette County.

Administrative Board Approval Date:	June 19, 2007	
Contract Date:	July 9, 2007	
Original Contract Amount:	\$66,418.14	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>8,645.13</u>	<u>+ 13.02%</u>
Revised Total	<u>\$75,063.27</u>	+ 13.02%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$66,418.14.

Approval of this extra will place the authorized status of the contract 13.02% or \$8,645.13 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

CM 1		
Embankment, Special	1,503.500 Cyd @ \$5.75/Cyd	<u>\$8,645.13</u>
Total		<u>\$8,645.13</u>

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

CM 1

The township requested that the location of the turnout be moved 150 feet so that it would be located further from a recreational area. The engineer directed the contractor to move the location of the turnout. The new location required additional embankment to complete the project. Due to the large increase in embankment, the engineer negotiated a reduced price from the contractor for the additional embankment. The engineer paid the original rate up to plan quantity (290 cubic yards) and then paid the reduced rate for the additional embankment included in the above extra. The extra cost for Embankment, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the original items and similar items in MDOT's Average Unit Price Index.

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

This Extra is recommended for approval by the State Transportation Commission at its October 25, 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, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 49855.

122. **Extra 2007 - 169**

Control Section/Job Number: 54022-45832 MDOT Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 Commission limit for reviewing extras.

Contractor: Central Asphalt, Inc.
900 S. Bradley Suite A
P.O. Box 389
Mt. Pleasant, MI 48804

Designed By: MDOT
Engineer's Estimate: \$4,454,849.84

Description of Project:

6.71 mi of hot mix asphalt crushing and shaping, resurfacing, safety upgrades, vertical grade correction, concrete curb and gutter, storm sewer and right and left turn lanes on M-20 from south of 13 Mile Road southerly and easterly to the west bridge approach of the east branch of Little Muskegon River, Mecosta County. This project includes two 5-year materials and workmanship pavement warranties.

Administrative Board Approval Date:	March 20, 2007	
Contract Date:	March 23, 2007	
Original Contract Amount:	\$3,856,893.74	
Total of Overruns/Changes (Approved to Date):	184,227.57	+ 4.78%
Total of Extras/Adjustments (Approved to Date):	142,471.16	+ 3.69%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>699,697.50</u>	<u>+ 18.14%</u>
Revised Total	<u>\$4,883,289.97</u>	+ 26.61%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.47% over the original budget for an **Authorized to Date Amount** of \$4,183,592.47.

Approval of this extra will place the authorized status of the contract 26.61% or \$1,026,396.23 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 14

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

CM 14

Turbidity Curtain (Deep)	140.000 Ft @ \$1.00/Ft	\$140.00
Culv, Pre-cast Three-Sided or Arch, 18 foot by 6 foot, Installed	1.000 Ft @ \$27,000.00/Ft	27,000.00
Outfall Label	1.000 Ea @ \$1,000.00/Ea	1,000.00
Flowable Fill	50.000 Cyd @ \$150.00/Cyd	7,500.00
Pile, CIP Conc, Furn and Driven, 14-inch	2,400.000 Ft @ \$18.70/Ft	44,880.00
Test Pile, CIP Conc, 14 inch	2.000 Ea @ \$2,000.00/Ea	4,000.00
Riprap, Under Structures, Special Aggregate, 6A	68.000 Ton @ \$75.00/Ton	5,100.00
	76.000 Cyd @ \$39.50/Cyd	3,002.00
Bridge Railing, Thrie Beam Retrofit	40.000 Ft @ \$99.00/Ft	3,960.00
Cofferdams, Left in Place (C01 of 54022)	1.000 LS @ \$407,333.50/LS	407,333.50
Conc Quality Assurance, Structure	126.000 Cyd @ \$32.00/Cyd	4,032.00
Conc Quality Initiative		2,000.00
Conc, Grade T	76.000 Cyd @ \$225.00/Cyd	17,100.00
Erosion Control, Gravel Filter Berm	150.000 Ft @ \$20.00/Ft	3,000.00
Excavation, Fdn	500.000 Cyd @ \$14.00/Cyd	7,000.00
False Decking	700.000 Sft @ \$2.00/Sft	1,400.00
Pile Driving Equipment, Furn (C01 of 54022)	1.000 LS @ \$92,500.00/LS	92,500.00
Structures, Rem (C01 of 54022)	1.000 LS @ \$35,000.00/LS	35,000.00
Substructure, Conc	50.000 Cyd @ \$675.00/Cyd	33,750.00
Total		<u>\$699,697.50</u>

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

CM 14

The existing 8 foot by 16 foot slab culvert carrying M20 over the Dead Stream in Mecosta County was constructed in 1945 by the county and extended in the mid 1960's. This particular project was developed to improve the overall condition of 6.71 miles of M20 in Mecosta County. During the planning and design phases of the project the TSC was aware that the culvert potentially had surface delamination due to the hot mix asphalt (HMA) overlay condition. MDOT TSC and Region managers determined that there were no program funds to replace the culvert and it was felt that the removal and replacement of the 5 inch asphalt overlay would be appropriate until it was deemed necessary to replace the culvert. However, once the construction contract was awarded and the HMA surface was removed from the top of the slab, it became apparent that the culvert had experienced severe deterioration and needed repair or replacement. The decision for replacement was based an engineering review and analysis conducted by MDOT support staff of Grand Region Bridge Unit, Lansing Bridge Design, and the Lansing Geotechnical Unit. The Project Engineer concurred with the support staff's conclusion to replace the culvert. The decision was also discussed with the Region Engineer.

The engineering basis for replacement was based on several factors including:

- The culvert is in poor condition where the concrete in the top slab of the culvert is unsound.
- Lansing Construction and Technology field staff determined there was no reinforcing steel in the existing culvert.
- The roadway approaches to the culvert required vertical grade (Superelevation) corrections, which would increase the loading on the structure.
- The culvert is in an area of extremely poor soils and in the absence of historical foundation data there was concern that the existing structure would fail under the additional loading. As a result of this, the option to repair the existing culvert was not viable. This was determined after the extensive field and office review conducted by MDOT support staff.
- Costs were analyzed between replacing the culvert under the existing contract with known negotiated unit prices or let as another project. The costs were comparable since if bid out the engineer would have had to direct the contractor to do additional work under this contract that would be temporary in nature and removed under the new contract. This would include designing and constructing a temporary deck over the culvert, removal and replacement of guard rail and culvert approaches, and placement of traffic control devices for detouring traffic. In addition, work in the stream was prohibited, by MDEQ permit, between October 1st and April 1st. During August and September the water is at a lower elevation and is an ideal time for constructing the cofferdam and culvert footing. If the project was deferred until the spring of 2008 the water may be higher which would result in additional work and costs in constructing the cofferdam and culvert foundation.
- This project required a full detour and to minimize impact to our customers it was determined the culvert should be replaced under this contract. Local businesses did not want to have another detour in 2008 and requested all work be done this year.

Based on the above factors, the engineer directed the contractor to remove and replace the three sided slab culvert. All of the items included on this contract modification pertain to the replacement of the slab culvert. The extra cost for the items listed above was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the similar items in MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: State Restricted Trunkline, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 49332.

123. **Extra 2007 - 170**

Control Section/Job Number: 73171-75246 MDOT Project

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

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

Contractor: Interstate Highway Construction
P.O. Box 4356
Englewood, CO 80155

Designed By: MDOT
Rowe, Inc.
HH Engineering, Limited
URS Corporation Great Lakes

Engineer's Estimate: \$54,000,289.38

Description of Project:

6.67 miles of concrete reconstruction, widening, and median enclosure, drainage and safety improvements on I-75 from Birch Run Creek northerly to Dixie Highway, and superstructure replacement on I-75 over Dixie Highway, bridge widening on I-75 over the Cass River, and bridge rehabilitation on I-75 under Maple Road, Curtis Road, Riverview Drive, and Townline Road, Saginaw County. This project includes a 5 year material and workmanship pavement warranty.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 03, 2006	
Original Contract Amount:	\$49,944,782.37	
Total of Overruns/Changes (Approved to Date):	(\$5,747,743.58)	- 11.51%
Total of Extras/Adjustments (Approved to Date):	4,759,229.93	+ 9.53%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>256,488.00</u>	<u>+ 0.51%</u>
Revised Total	<u>\$49,212,756.72</u>	- 1.47%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.98% under the original budget for an **Authorized to Date Amount** of \$48,956,268.72.

Approval of this extra will place the authorized status of the contract 1.47% or \$732,025.65 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-93	1 r. 2	\$4,576,923.49	07/03/07
2007-142	4 r. 2	\$166,711.80	10/02/07

Contract Modification Number(s): 5, 7 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Labor for Special Lane Closure		\$1,578.40
Conduit, Schedule 80 PVC, 4 inch	800.000 Ft @ \$12.60/Ft	10,080.00
Hh, Heavy Duty Cover with Locking Covers	8.000 Ea @ \$173.25/Ea	1,386.00
Masonry and Conc Structure, Rem	25.000 Cyd @ \$100.00/Cyd	<u>2,500.00</u>
Total		<u>\$15,544.40</u>

CM 7

Force Account for Coring Holes in Existing Tremie @ BO2-1 & BO2-2		\$240,943.60
Total		<u>\$240,943.60</u>

Grand Total

\$256,488.00

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

CM 5

The engineer directed the contractor to remove the overhead truss on northbound I-75 at the off ramp to Dixie Highway. The removal of the truss required additional work by the contractor to set up the traffic control. The extra costs for Labor for special Lane Closure were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

The project involves placing a new concrete barrier in the median of the freeway. Due to the distance between exits some emergency services expressed concern reaching accidents in a timely manner. So the project was designed with a gate, at two different locations, that can be opened on the barrier wall. This will allow access for emergency vehicles from one side of the freeway to the other. The gates are set up to be opened electronically by emergency services. The plans omitted the conduit needed for the gates. The engineer directed the contractor to install the conduit. The extra costs for Conduit, Schedule 80 PVC, 4 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The engineer was concerned with the hand hole covers on the project being removed during plowing operations. The engineer directed the contractor to install a cover that could be locked in place. The extra costs are for the change in the type of cover, the original item and the extra will both be paid. The extra costs for Hh, Heavy Duty Cover with Locking Covers were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Some buried concrete was found on the project that had to be removed. The engineer directed the contractor to remove the concrete. The extra costs for Masonry and Conc Structure, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 7

While working on BO2-1 and BO2-2 an existing concrete tremie was found in the location for the new H-piles. The engineer, designer and MDOT geotechnical unit all discussed options on how to handle the tremie and all agreed that it should be cored so that the H-piles could be driven through it. The engineer directed the contractor to core the concrete tremie at the locations for the proposed H-piles. This item is being set up as a budget amount, it represents the amount needed for the work to date, but may need to be increased as further work progresses. The extra cost for Force Account for Coring Holes in Existing Tremie @ B02-1 & B02-2 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and are now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: State Restricted Trunkline, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 48722.

124. **Extra 2007 - 171**

Control Section/Job Number: 81031-60172 MDOT Project

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

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

Contractor: Cadillac Asphalt, LLC.
P O Box 87248
Canton, MI 48188

Designed By: MDOT
Engineer's Estimate: \$4,689,927.01

Description of Project:

8.77 miles of cold milling and two course overlay, intersection improvements and minor drainage and intersection improvements on US-12, from west of Sheridan Road easterly to Feldkamp Road, Lenawee and Washtenaw Counties. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	March 15, 2006	
Original Contract Amount:	\$5,363,580.56	
Total of Overruns/Changes (Approved to Date):	(1,124,423.49)	- 20.96%
Total of Extras/Adjustments (Approved to Date):	985,080.35	+ 18.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>149,494.12</u>	+ <u>2.79%</u>
Revised Total	<u>\$5,373,731.54</u>	+ 0.20%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.59% under the original budget for an **Authorized to Date Amount** of \$5,224,237.42.

Approval of this extra will place the authorized status of the contract 0.20% or \$10,150.98 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-123	1	\$976,270.97	09/05/06
2006-139	2 r. 2, 3	\$8,809.38	10/03/06

Contract Modification Number(s): 13 r. 1, 14, 15

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 13

HMA, 13A, Shoulder	1,508.680 Ton @ \$48.97/Ton	\$73,880.06
HMA, 13A, Hand Patch	1,014.420 Ton @ \$65.00/Ton	65,937.30
Sign, Type III, Erect, Salv	1.000 Ea @ 85.00/Ea	85.00
Total		<u>\$139,902.36</u>

CM 14

Subgrade Undercut, Special	35.500 Cyd @ \$38.50/Cyd	\$1,366.75
Culv End Sect, Conc, 15 inch	1.000 Ea @ \$660.00/Ea	660.00
Culv, Cl A, 15 inch	8.000 Ft @ \$52.80/Ft	422.40
Total		<u>\$2,449.15</u>

CM 15

Dr Structure, Special	1.000 Ea @ \$6,000.00/Ea	\$6,000.00
Pavt Mrkg, Regular Dry, 4 inch, White	47,121.000 Ft @ \$0.01/Ft	471.21
Pavt Mrkg, Regular Dry, 6 inch, White	67,140.000 Ft @ \$0.01/Ft	671.40
Total		<u>\$7,142.61</u>

Grand Total

\$149,494.12

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

CM 13

The contractor requested a substitution in hot mix asphalt (HMA) materials for three project work items; hand patching, shoulders, and residential/commercial driveways. The engineer approved this change after discussion with the region pavement design engineer. The project plans had specified Superpave asphalt material for all of the items listed above. Superpave asphalt is required in certain circumstances and the project did not involve those circumstances (for example, shoulders are less than 8 feet in width and paved with the mainline). Therefore, the contractor proposed and the engineer accepted a change in asphalt material resulting in a project savings of \$96,058.44. This original change was included on contract modification 1 the quantities on this contract modification now represent the amount needed to date. The change in asphalt is in line with the MDOT Road Design Manual and will not compromise the original intent, function and design of the shoulders and driveways. The extra costs for HMA, 13A, Shoulder and HMA, 13A, Hand Patch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects.

The contractor was directed to remove, salvage, and reinstall a traffic sign that was in the way of the proposed storm sewer. This work was inadvertently omitted from the original design plans, but was necessary for completion of planned project work. This item was originally set up on contract modification 2 and now represents the number needed to date. The extra costs for Sign, Type III, Erect, Salv were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 14

While completing the work on the project, an area was found with unsuitable soils that would not support the proposed pavement structure. The engineer directed the contractor to remove the soils and put a layer of geotextile down and build the area back up with crushed stone. The extra costs for Subgrade Undercut, Special were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The end section of a 15 inch concrete culvert needed to be replaced. The engineer directed the contractor to replace the end section. The extra costs for Culv End Sect, Conc 15 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

CM 15

The plans indicated a new drainage structure should be placed at station 237+86. The existing line at this location was shown as a round culvert. Once the line was exposed it was found to be a square culvert. The engineer directed the contractor to build a structure at this location. Since a standard precast structure could not be used the engineer determined that the contractor was entitled to additional compensation. When the project is complete and the items are finalized a reduction of \$1,800 in the original item will partially offset these costs. The extra costs for Dr Structure, Special were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar time, equipment and materials to complete the work

According to the Construction Advisory 17 of 2006, contractors are entitled to a price adjustment for pavement markings completed after the seasonal limitations for waterborne paint. This is due to the increase cost to use regular dry paint in lieu of waterborne paint. The extra costs for Pavt Mrkg, Regular Dry, 4 inch, White, and Pavt Mrkg, Regular Dry, 6 inch, White were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index and are in line with the requirements of the construction advisory.

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

These Extras were recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and are now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: State Restricted Trunkline, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 49236.

125. **Extra 2007 - 173**

Control Section/Job Number: 86000-M00209 MDOT Project

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

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

Contractor: Structural Group, Inc.
7455 New Ridge Road, Suite T
Hanover, MD 21076

Designed By: MDOT
Engineer's Estimate: \$140,023.00

Description of Project:

0.12 miles of concrete substructure chipping and patching and application of concrete sealant on I-75 at the Mackinac Bridge north viaduct span piers in the City of St. Ignace, Mackinac County.

Administrative Board Approval Date:	June 20, 2006	
Contract Date:	July 24, 2006	
Original Contract Amount:	\$146,792.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>101,107.21</u>	<u>+ 68.88%</u>
Revised Total	<u>\$247,899.21</u>	+ 68.88%
<u>Offset Information</u>		
Total Offsets This Request	(\$33,372.21)	- 22.73%
Net Revised Request	\$67,735.00	+ 46.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$146,792.00.

Approval of this extra will place the authorized status of the contract 68.88% or \$101,107.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1, 2 r. 2

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

CM 1

Force Account Reinforcement Replacement	1.000 LS @ \$37,391.82	\$37,391.82
Total		<u>\$37,391.82</u>

CM 1 Offset Information

Reinforcement, Mechanical Splice	-72.000 Ea @ \$65.00/Ea	(\$4,680.00)
Reinforcement, Steel, Epoxy Coated	-282.480 Lb @ \$2.50/Lb	(706.20)
Total		<u>(\$5,386.20)</u>

Net Revised CM 1 Request **\$32,005.62**

CM 2

Delay Adjustment	1.000 LS @ \$57,924.40	\$57,924.40
Hand Chipping Other Than Deck, Unit Price Adjustment	329.610 Cft @ \$8.79/Cft	2,897.27
Patch, Forming Unit Price Adjustment	858.670 Sft @ \$3.37/Sft	2,893.72
Total		<u>\$63,715.39</u>

CM 2 Offset Information

Hand Chipping, Other Than Deck	-180.390 Cft @ \$54.00/Cft	(\$9,741.06)
Patch, Forming	-1,216.330 Sft @ \$15.00/Sft	(18,244.95)
Total		<u>(\$27,986.01)</u>

Net Revised CM 2 Request **\$35,729.38**

Grand Total **\$101,107.21**

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

CM 1

While the contractor was working on the hand chipping of the piers, far more steel reinforcement deterioration was found than originally estimated. Due to the additional work the engineer also ordered that traffic be stopped during some of the removal and replacement, to prevent overloading the piers. With the significant change in the nature of the work, the engineer agreed to keep force account records with the contractor to pay for the work. The extra cost for Force Account for Reinforcement Replacement is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This item is offset by a reduction of \$5,386.20 in original items as noted above.

CM 2

When it became apparent that there was a significant change in the scope and character of the work associated with the chipping and reinforcement, the engineer directed the contractor to suspend portions of the work while a decision was made on how to proceed. The contractor was able to work on other locations or items of work of the project, however, the work was significantly impeded and the engineer determined that a significant change had occurred per Section 103.02 of the Standard Specifications for Construction. The change in the character of the work now required the contractor to work in one area, then remove their equipment and move to another area while a determination could be made on the integrity of the initial area. Once the determination was made the contractor could then go back to the initial area to finish the work. The standard procedure to complete this type of work would be for the contractor to chip out the old concrete, replace any deteriorated reinforcement and then replace the concrete in the area, then move on to a new area. The engineer determined that the contractor was entitled to an adjustment according to Section 103.03 of the Standard Specifications for Construction and used both a lump sum and unit price adjustments in pay items to compensate the contractor for the change. The extra cost for Delay Adjustment was negotiated per Section 103.03 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and reviewed by the engineer.

Section 103.02.B of the Standard Specifications for Construction states if alterations or changes in quantities significantly change the character of the work under the contract, an adjustment will be made to the contract. In this same Section, number 2 indicates a significant change can be an increase in excess of 125 percent or decrease below 75 percent on a major item of work. Hand Chipping, Other Than Deck, and Patch, Forming were determined to be major items of work on this contract and the final quantities are 65 percent and 41 percent respectively of the initial quantity set up on the project. The extra costs for Hand Chipping, Other Than Deck Unit Price Adjustment, and Patch, Forming Unit Price Adjustment, were negotiated per Section 103.03 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on documentation submitted by the contractor and verified by the engineer for the increases. This item is completely offset by a reduction of \$27,986.01 in original items as noted above.

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

This Extra was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

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

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

Funding Source: Mackinac Bridge Authority, 100%.

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

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

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

Selection: Low bid.

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

Zip Code: 49781.

OVERRUNS

126. **Overrun 2007 - 33**

Control Section/Job Number: 58151-M60614 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Causie Contracting, Inc.
201 Plains Road
Mason, MI 48854

Designed By: MDOT
Engineer's Estimate: \$298,289.94

Description of Project:

18.40 miles of concrete pavement repair, resealing longitudinal and transverse joints with hot-poured rubber, and crack sealing concrete pavement on I-75 from the Ohio state line northerly to the Monroe/Wayne County line, in the City of South Rockwood, Monroe County.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 5, 2006	
Original Contract Amount:	\$270,582.37	
Total of Overruns/Changes (Approved to Date):	27,058.24	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	21,231.00	+ 7.85%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>94,080.00</u>	+ <u>34.77%</u>
Revised Total	<u>\$412,951.61</u>	+52.62%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.85% over the original budget for an **Authorized to Date Amount** of \$318,871.61.

Approval of this overrun will place the authorized status of the contract 52.62% or \$142,369.24 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Repr, Reinf Conc, 12 inch	1176.000 Syd @ \$80.00/Syd	<u>\$94,080.00</u>
Total		<u>\$94,080.00</u>

Reason(s) for Overrun(s):

The concrete pavement on the project deteriorated at a rate greater than expected between the time the repairs were designed and the time the project was under construction. The poor condition of the concrete pavement when construction began warranted additional repairs to provide a useful life for the project. This caused an overrun in the original bid items Pavt Repr, Reinf Conc, 12 inch.

This work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48145.

127. **Overrun 2007 – 34**

Control Section/Job Number: 09408-81640 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Rohde Brothers Excavating, Inc.
1240 North Outer Drive
Saginaw, MI 48601

Designed By: Rowe, Inc.
Engineer's Estimate: \$1,736,560.40

Description of Project:

0.44 miles of pavement reconstruction, sewer upgrades and 1.50 miles of pavement markings on North Henry Street from Vermont Street to Wilder Road, in the City of Bay City, Bay County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	June 9, 2006	
Original Contract Amount:	\$1,363,122.00	
Total of Overruns/Changes (Approved to Date):	136,312.20	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	238,628.80	+ 17.51%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>79,855.80</u>	+ <u>5.86%</u>
Revised Total	<u>\$1,817,918.80</u>	+33.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 27.51% over the original budget for an **Authorized to Date Amount** of \$1,738,063.00.

Approval of this overrun will place the authorized status of the contract 33.37% or \$454,796.80 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt, Rem, Modified	3,116.000 Syd @ \$6.30/Syd	\$19,630.80
Aggregate Base, 6 inch, Modified	2,850.000 Syd @ \$6.50/Syd	18,525.00
Sewer, Cl C76M III, 12 inch, Tr Det B, Mod.	280.000 Ft @ \$48.00/Ft	13,440.00
HMA, 3E10	785.000 Ton @ \$36.00/Ton	<u>28,260.00</u>
Total		<u>\$79,855.80</u>

Reason(s) for Overrun(s):

The original road cross section for this project included the original concrete/brick roadway that was widened on both sides using hot mix asphalt (HMA). The proposed work on the project involved removing the HMA widening, replacing the curb, working on the water main and sewer work. Once construction started on the project the engineer determined that the existing sanitary leads within the project limits were in a very poor condition and needed to be replaced. To replace the leads, parts of the original concrete/brick roadway would need to be removed. Instead of placing approximately 96 concrete patches the engineer directed the contractor to remove the original concrete/brick roadway. This caused an overrun in the original bid items Pavt, Rem, Modified; Aggregate Base, 6 inch, Modified; HMA 3E10 and Sewer, Cl C76M III, 12 inch, Tr Det B, Mod.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 55.91%; City of Bay City, 44.09%.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48706.

128. **Overrun 2007 - 35**

Control Section/Job Number: 25402-56234 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

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

Designed By: Wade Trim Associates, Inc.

Engineer's Estimate: \$4,105,614.78

Description of Project:

1.40 miles of road reconstruction including watermain, storm sewer, drainage structures, concrete curb and gutter, concrete sidewalk, hot mix asphalt paving and pavement markings on Flushing Road from Ballenger Highway to Prospect Street, in the City of Flint, Genesee County.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	December 21, 2006	
Original Contract Amount:	\$3,388,970.28	
Total of Overruns/Changes (Approved to Date):	338,897.03	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	75,437.99	+ 2.23%
Total of Negative Adjustments (Approved to Date):	(14,429.60)	- 0.43%
THIS REQUEST	<u>940,152.00</u>	+ <u>27.74%</u>
Revised Total	<u>\$4,729,027.70</u>	+39.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.80% over the original budget for an **Authorized to Date Amount** of \$3,788,875.70.

Approval of this overrun will place the authorized status of the contract 39.54% or \$1,340,057.42 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Non Haz Contam Mat'l Handling & Disp, LM	21,864.000 Cyd @ \$43.00/Cyd	<u>\$940,152.00</u>
Total		<u>\$940,152.00</u>

Reason(s) for Overrun(s):

The project site is located in an old industrial area in the City of Flint. The project was set up with an estimated amount of non-hazardous contaminated soil due to the former heavy industrial use of the site. Once work started and the contractor began to haul out soils from the site, the location that was accepting the soils asked that it be tested. The analysis returned showing the soils were contaminated with lead. Additional samples collected from the site also returned similar results. The levels are above the amount allowed in soils that can be contacted by the general public; therefore, the soils needed to be removed and disposed of at a Type II landfill. This caused an overrun in the original bid items Non Haz Contam Mat'l Handling & Disp, LM.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 53.24%; City of Flint, 33.46%; State Restricted Trunkline, 13.30%.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48504.

129. **Overrun 2007 - 36**

Control Section/Job Number: 25402-87263 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

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

Designed By: Rowe, Inc.
Wade Trim Associates, Inc.

Engineer's Estimate: \$4,178,835.75

Description of Project:

1.70 miles of road reconstruction with watermain and sewer replacement on 3rd Avenue from the Flint River to Saginaw Street in the City of Flint, Genesee County.

Administrative Board Approval Date:	March 20, 2007	
Contract Date:	May 7, 2007	
Original Contract Amount:	\$3,892,739.36	
Total of Overruns/Changes (Approved to Date):	389,273.94	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,761.50	+ 0.10%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,459,480.00</u>	+ <u>37.49%</u>
Revised Total	<u>\$5,745,254.80</u>	+47.59%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.10% over the original budget for an **Authorized to Date Amount** of \$4,285,774.80.

Approval of this overrun will place the authorized status of the contract 47.59% or \$1,852,515.44 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Non Haz Contam Mat'l Handling & Disp, LM	26,536.000 Cyd @ \$55.00/Cyd	<u>\$1,459,480.00</u>
Total		<u>\$1,459,480.00</u>

Reason(s) for Overrun(s):

The project site is located in an old industrial area in the City of Flint. The project was set up with an estimated amount of non-hazardous contaminated soil due to the former heavy industrial use of the site. Once work started and the contractor began to haul out soils from the site, the location that was accepting the soils asked that it be tested. The analysis returned showing the soils were contaminated with mercury, arsenic and lead. Additional samples collected from the site also returned similar results. The levels are above the amount allowed in soils that can be contacted by the general public; therefore, the soils needed to be removed and disposed of at a Type II landfill. This caused an overrun in the original bid items Non Haz Contam Mat'l Handling & Disp, LM.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 56.75%; City of Flint, 29.06%; State Restricted Trunkline, 14.19%.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48507.

130. **Overrun 2007 - 37**

Control Section/Job Number: 50458-75496 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Florence Cement Company
12798 23 Mile Road
Shelby Twp., MI 48315

Designed By: Anderson, Eckstein and Westrick, Inc.
Engineer's Estimate: \$2,386,851.75

Description of Project:

1.31 miles of water main work, concrete pavement patching, joint and crack repairs, drainage structure repair and adjustments, diamond grinding concrete pavement, and pavement markings on Frazho Road from Hayes Road to Gratiot Avenue (M-3) in the City of Roseville, Macomb County.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 8, 2006	
Original Contract Amount:	\$1,998,588.86	
Total of Overruns/Changes (Approved to Date):	199,858.89	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>508,225.16</u>	+ <u>25.43%</u>
Revised Total	<u>\$2,706,672.91</u>	+35.43%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$2,198,447.75.

Approval of this overrun will place the authorized status of the contract 35.43% or \$708,084.05 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Conc Pavt, Misc, Nonreinf, 8 inch Modified	9,019.08 Syd @ \$56.35/Syd	<u>\$508,225.16</u>
Total		<u>\$508,225.16</u>

Reason(s) for Overrun(s):

The concrete pavement on the project deteriorated at a rate greater than expected between the time the repairs were designed and the time the project was under construction. The poor condition of the concrete pavement when construction began warranted additional removal and replacement to provide a useful life for the project. This caused an overrun in the original bid items Conc Pavt, Misc, Nonreinf, 8 inch Modified.

This Overrun was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 39.37%; City of Roseville, 60.63%.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48066.

131. **Overrun 2007 - 38**

Control Section/Job Number: 50900-75693 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: B & V Construction, Inc.
P. O. Box 930029
Wixom, MI 48393

Designed By: Environmental Consulting & Technology, Inc.
Engineer's Estimate: \$489,919.16

Description of Project:

29.10 acres of wetland creation on the north side of 33 Mile Road between North Avenue and Omo Road, Macomb County.

Administrative Board Approval Date:	August 2, 2005	
Contract Date:	August 16, 2005	
Original Contract Amount:	\$404,799.49	
Total of Overruns/Changes (Approved to Date):	40,479.95	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	13,700.55	+ 3.38%
Total of Negative Adjustments (Approved to Date):	(500.00)	- 0.12%
THIS REQUEST	<u>278,648.53</u>	+ <u>68.84%</u>
Revised Total	<u>\$737,128.52</u>	+82.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.26% over the original budget for an **Authorized to Date Amount** of \$458,479.99.

Approval of this overrun will place the authorized status of the contract 82.10% or \$332,329.03 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Topsoil Surface, Salv, 10 inch	115,844.000 Syd @ \$1.27/Syd	\$147,121.88
Earth Excavation, Wetland	46,312.200 Cyd @ \$2.84/Cyd	<u>131,526.65</u>
Total		<u>\$278,648.53</u>

Reason(s) for Overrun(s):

The project was originally set up with 25,000 square yards of topsoil surface salvaging. The projects required approximately 140,000 square yards at ten inches thick. This caused an overrun in the original bid item Topsoil Surface, Salv, 10 inch.

The earth excavation item was miscalculated on the project. The designer did not include the removal of the existing topsoil and believed that it was included in another item of work. The engineer determined that it was not included in another item of work and should be paid for as earth excavation wetland. This caused an overrun in the original bid item Earth Excavation, Wetland.

This Overrun was recommended for approval by the State Transportation Commission at its October 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on November 6, 2007.

Criticality: These original items increases are critical to the project ensuring that it meets the current standards and protects the environment by replacing wetlands.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48005.

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

APPROVED

November 6, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the Transportation and Natural Resources Committee was held at 10:55 a.m. on November 6, 2007. Those present being:

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

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Deborah Devine, Department of Attorney General; Carol Wolenberg, Department of Education; Sherry Bond, Elise Lancaster, Janet Rouse, Department of Management and Budget; Amy Meldrum, Wayne Roe, Jr., Department of Transportation; Mary G. MacDowell, Department of Treasury; Kelly Keenan, Governor's Office; John Walter, Michigan Strategic Fund

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation special agenda was presented.

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

Mr. Pavona adjourned the meeting.

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

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

101048A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48336.

2. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711038 ENG. EST. LOW BID
 \$ 5,282,668.40 \$ 3,884,920.24
 PROJECT M 84909-M00212
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - DECEMBER 04, 2007
 COMPLETION DATE - DECEMBER 03, 2010 -26.46 %

Routine and preventive maintenance of MDOT-owned freeway lighting countywide on M-8 (Davison Freeway), M-10, M-39, I-75, I-94, I-96, I-275, and I-375 in the cities of Allen Park, Dearborn, Dearborn Heights, Detroit, Hamtramck, Harper Woods, Highland Park, Lincoln Park, Livonia, Melvindale, Romulus, and Southgate, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 3,884,920.24	Same	1 **
Motor City Electric Utilities Co.	\$ 4,143,059.00	Same	2
Harlan Electric Company	\$ 4,431,936.14	Same	3
Posen Construction, Inc.	\$ 5,963,766.00	Same	4
Rauhorn Electric, Inc.	\$ 7,126,978.15	Same	5
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			

5 Bidders

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

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

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

Funding Source:

M00212

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48211 County Wide.

LOCAL PROJECTS

3. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711052 ENG. EST. LOW BID
 \$ 3,007,200.00 \$ 2,546,544.00
 PROJECT HPSL 33010-100549-2
 LOCAL AGRMT. 07-5579 % OVER/UNDER EST.
 START DATE - 5 days after award
 COMPLETION DATE - JUNE 23, 2009 -15.32 %

Advance purchase of structural steel for the proposed CSX and Canadian National railroad bridges over Farm Lane on the campus of Michigan State University in the city of East Lansing, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Industrial Steel Construction, Inc.	\$ 2,546,544.00	Same	1 **
PDM Bridge, LLC.	\$ 3,068,200.00	Same	2
Nationwide Fence & Supply Company			

2 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 advanced purchase of structural steel for the proposed CSX Railroad and CN Railroad bridges over 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:

100549A

Federal Highway Administration Funds	80.00 %
Michigan State University	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: Farm Lane Grade Separation Project-Phase 1.

Selection: Low bid.

Zip Code: 48824.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File

Kirk T. Steudle
Director

Mr. Pavona presented the Transportation and Natural Resources Committee Reports for the regular meeting of October 31, 2007, and the special meeting of November 6, 2007. After review of the forgoing Transportation and Natural Resources Committee Reports, Mr. Pavona moved that the Reports covering the regular meeting held October 31, 2007, and the special meeting held November 6, 2007, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. Wolenberg moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON