

# APPROVED

December 18, 2007

Michigan State  
Administrative Board

Lansing, Michigan

December 4, 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, December 4, 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  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General  
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer  
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State  
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction  
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation  
Sherry Bond, Secretary

Others Present:

Joel Storchan, Department of Information Technology; James Burris, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation

1. CALL TO ORDER:

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

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

Mr. Pavona moved that the minutes of the regular meeting of November 20, 2007 be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

**Retention and Disposal Schedule(s):**

COUNTY OF KENT, Sheriff's Department, 12/04/2007

COUNTY OF TUSCOLA, Tuscola County Health Department, Caro, MI, 12/4/2007

GENERAL SCHEDULE #22, Veterans Trust Fund, 12/4/2007

DEPARTMENT OF LABOR AND ECONOMIC GROWTH, Land Bank Fast Track Authority, 12/4/2007

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

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

# APPROVED

December 4, 2007

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at  
**11:00 a.m.** on **November 27, 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: Kristi Broessel, Department of Community Health; Joel Storchan,  
Department of Information Technology; Sherry Bond, Elise  
Lancaster, Craig Orr, Janet Rouse, Department of Management and  
Budget; Kris Squibb, Department of Natural Resources; Rick  
Dolan, Department of Transportation

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

Following discussion, Ms. Lopez moved that the regular agenda and  
supplemental agenda be recommended to the State Administrative Board for  
approval with Item 16(1) of the regular agenda, the claim of Lorrie  
Broomfield, approved and Item 16(4) of the regular agenda, the claim of  
Newberry Correctional Facility, Prisoner Benefit Fund, 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**  
November 27, 2007, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**  
December 4, 2007, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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

**SECTION I. AGENCY CONTRACTS**

Requests approval of the following:

1. **DEPARTMENT OF AGRICULTURE**

- |    |   |   |
|----|---|---|
| 1) | Michigan State University<br>East Lansing, MI<br>Multiple Grantees<br>(Listing on file) | NOT TO EXCEED<br>\$ 120,170.00 Total<br><b>FY08</b> 100% Restricted Funds<br>Grants for Research to Support<br>the Michigan Wine Industry |
| 2) | Michigan State University<br>Extension Service<br>East Lansing, MI                      | NOT TO EXCEED<br>\$ 31,000.00 Total<br><b>FY08</b> 100% Restricted Funds<br>Grant for the Pesticide Safety<br>Education Program           |

2. **DEPARTMENT OF COMMUNITY HEALTH**

- |    |  |   |
|----|--|---|
| 1) | Adult Well Being Services<br>Detroit, MI | \$ 30,611.00 Amendment<br>\$ 180,611.00 New Total<br><b>FY08</b> 83% State Restricted<br>17% Local<br>Additional funds for one-year<br>grant agreement to provide<br>funding for hypertension<br>reduction and support groups |
|----|--|---|

2. DEPARTMENT OF COMMUNITY HEALTH continued

- 2) Lansing Community College           \$       50,975.00 Amendment  
Lansing, MI                               \$       226,342.00 New Total  
**FY08** 25% Federal  
44% State Restricted 31% Local  
Additional funds for one-year  
grant agreement to provide  
funding for planning and  
coordination of statewide and  
regional conferences for  
mental health other  
professionals that provide  
services to older adults.
- 3) Safe Horizons                         \$       36,515.00 Total  
Port Huron, MI                         **FY08** 100% Federal  
9 month grant agreement to  
provide funding for permanent  
housing and supportive  
services to persons who are  
chronically homeless and have  
a disability
- 4) Human Development Commission     \$       77,046.00 Total  
Caro, MI                                 **FY08** 100% Federal  
9 month grant agreement to  
provide funding for permanent  
housing and supportive  
services to persons who are  
chronically homeless and have  
a disability
- 5) Residential Services of             \$       25,668.00 Amendment  
Southwest Michigan                   \$       111,888.00 New Total  
Niles, MI                               **FY08** 100% Federal  
Additional funds for one-year  
grant agreement to provide  
funding for rental housing to  
selected non-profits that will  
provide housing and coordinate  
supportive services to  
qualified persons

2. DEPARTMENT OF COMMUNITY HEALTH continued

- 6) Blue Water Center for Independent Living, Inc. Port Huron, MI \$ 180,000.00 Total **FY08** 100% State Restricted 10-month grant agreement to provide funding to assist individuals in the Wayne County and/or Detroit area, who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence
- 7) Blue Water Center for Independent Living, Inc. Port Huron, MI \$ 180,000.00 Total **FY08** 100% State Restricted 10-month grant agreement to provide funding to assist individuals in the Port Huron area, who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence
- 8) Disability Advocates of Kent County Grand Rapids, MI \$ 180,000.00 Total **FY08** 100% State Restricted 10-month grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence
- 9) Superior Alliance for Independent Living Marquette, MI \$ 180,000.00 Total **FY08** 100% State Restricted 10-month grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence.



2. DEPARTMENT OF COMMUNITY HEALTH continued

- 14) Disability Network of Northern Michigan Traverse City, MI \$ 180,000.00 Total **FY08** 100% State Restricted 10-month grant agreement to provide funding to assist duals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence
- 15) Disability Network Southwest Michigan Kalamazoo, MI \$ 180,000.00 Total **FY08** 100% State Restricted 10-month grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence
- 16) Disability Network Oakland and Macomb Clinton Township, MI \$ 180,000.00 Total **FY08** 100% State Restricted-10-month grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence
- 17) The Disability Network Flint, MI \$ 180,000.00 Total **FY08** 100% State Restricted 10-month grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence

2. DEPARTMENT OF COMMUNITY HEALTH continued

- 18) Ann Arbor Center for Independent Living  
Ann Arbor, MI \$ 180,000.00 Total  
**FY08** 100% State Restricted  
10-month grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence
- 19) Handicapper Advocacy Alliance dba Capital Area Center for Independent Living  
Lansing, MI \$ 180,000.00 Total  
**FY08** 100% State Restricted  
10-month grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence
- 20) Community Connections  
Benton Harbor, MI \$ 180,000.00 Total  
**FY08** 100% State Restricted  
10-month grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence
- 21) MGH Family Health Center - Muskegon Family Care  
Muskegon Heights, MI \$ 36,915.00 Amendment  
\$ 502,629.00 New Total  
**FY08** 26% Federal 9% State Restricted 65% Local  
Additional funding for one year grant agreement to provide funding for family planning services

2. DEPARTMENT OF COMMUNITY HEALTH continued

- |     |   |   |
|-----|---|---|
| 22) | Children's Hospital of<br>Michigan<br>Detroit, MI               | \$ 366,989.00 Amendment<br>\$ 2,043,286.00 New Total<br><b>FY08</b> 26.4% Federal<br>73.5% State GF<br>0.1% State Restricted<br>Additional funding for one-<br>year grant agreement to<br>provide funding for various<br>Community Health projects  |
| 23) | American Lung Association of<br>Mid-land States<br>Oak Park, MI | \$ 150,000.00 Total<br><b>FY08</b> 100% State Restricted<br>10-month grant agreement to<br>provide funding for tobacco<br>education and cessation<br>opportunities to minority and<br>disparately affected<br>populations   |
| 24) | UPCAP Services, Inc.<br>Escanaba, MI                            | \$ 79,963.00 Amendment<br>\$ 7,136,869.00 New Total<br><b>FY08</b> 56.59% Federal<br>43.41% State GF<br>Additional funds for one-year<br>grant agreement to provide<br>funding for Home and Community<br>based services for the elderly<br>and disabled waiver program as<br>an option to institutional-<br>ization in nursing facilities |
| 25) | Senior Services, Inc.<br>Kalamazoo, MI                          | \$ 26,923.00 Amendment<br>\$ 2,983,610.00 New Total<br><b>FY08</b> 56.59% Federal<br>43.41% State GF<br>Additional funds for one-year<br>grant agreement to provide<br>funding for Home and Community<br>based services for the elderly<br>and disabled waiver program as<br>an option to institutional-<br>ization in nursing facilities |



2. DEPARTMENT OF COMMUNITY HEALTH continued

- 30) Planned Parenthood \$ 2,164,246.00 Amendment  
Ann Arbor, MI \$ 5,921,217.00 New Total  
**FY08** 34% Federal  
16% State Restricted  
51% Local  
Additional funds for one-year  
grant agreement to provide  
funding for family planning  
services
- 31) Arthritis Foundation Michigan \$ 50,000.00 Amendment  
Chapter \$ 142,920.00 New Total  
Troy, MI **FY08** 13% Federal 52% State GF  
35% State Restricted  
Additional funds for one-year  
grant agreement to provide  
funding for increasing  
accessibility and  
participation in arthritis  
self management courses
- 32) Bay de Noc Community College \$ 181,640.00 Amendment  
Escanaba, MI \$ 196,640.00 New Total  
**FY08** 7.6% Federal  
92.4% State Restricted  
Additional funds for one-year  
grant agreement to provide  
funding for the Diabetes  
Outreach Network
- 33) SWM Systems, Inc. \$ 401,481.00 Total  
Kalamazoo, MI **FY08** 80% Federal 20% Fees  
9 and half month grant  
agreement to provide funding  
for the inspection of life  
support agencies and vehicles  
and the review of Emergency  
Medical Services education  
programs



2. DEPARTMENT OF COMMUNITY HEALTH continued

38)	Michigan Public Health Institute Okemos, MI	\$ 2,187,075.00 Amendment \$ 27,682,861.00 New Total <b>FY08</b> 65.4% Federal 21.9% State GF 10.4% State Restricted 1.9% Fees 0.4% Local Additional funding for one- year grant agreement to provide various community health projects
39)	Regents of the University of Michigan Ann Arbor, MI	106,876.00 Amendment \$ 7,389,927.00 New Total <b>FY08</b> 58.07% Federal 2.85% State GF 7.04% State Restricted 32.04% Local Additional funding for one- year grant agreement to provide various community health projects
40)	Wayne State University Detroit, MI	\$ 470,411.00 Amendment \$ 2,205,143.00 New Total <b>FY08</b> 77.1% Federal 22.9% State GF Additional funding for one- year grant agreement to provide various community health projects
41)	Michigan State University East Lansing, MI	\$ 504,613.00 Amendment \$ 6,118,966.00 New Total <b>FY08</b> 75% Federal 2.7% State GF 0.2% State Restricted 22.1% Local Additional funding for one- year grant agreement to provide various community health projects

3. DEPARTMENT OF CORRECTIONS

- 1) Partners in Change: \$ 60,000.00 Amendment  
Psychological and \$ 720,000.00 New Total  
Community Services, PLC **FY08-09** 100% General Fund  
Midland, MI Additional funds to provide  
substance abuse treatment to  
prisoners, parolees and  
probationers
- 2) APEX Behavioral Health, PLLC \$ 200,000.00 Amendment  
Westland, MI \$ 677,734.40 New Total  
**FY08** 100% Restricted Fund  
Six-month extension and  
additional funds to provide  
substance abuse testing to  
parolees and probationers

4. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Michigan Association of \$ 231,750.00 Total  
Broadcasters **FY08-10** 100% Federal Funds;  
Lansing, MI Three-year contract for public  
broadcasting services
- 2) Independence Township \$ 0.00 Amendment  
Clarkston, MI \$ 115,000.00 New Total  
**FY08** 100% Restricted Funds  
One-year grant to extend  
public water into an area of  
groundwater contamination

5. DEPARTMENT OF HUMAN SERVICES

- 1) MSU Extension Services \$ 9,688,370.00 Amendment  
East Lansing, MI \$ 22,788,370.00 New Total  
**FY08** 100% Federal  
Additional monies for Food  
Stamp Nutrition Education  
Program Administration
- 2) Mary Ann Geiser Weber NOT TO EXCEED  
South Bend, IN \$ 151,623.00 Total  
**FY08-10** 100% Federal  
Three-year contract for Life  
Skills Prevention Services

5. DEPARTMENT OF HUMAN SERVICES continued

- |    |   |  |
|----|---|--|
| 3) | Various<br>(Listing on file)                                    | \$ 80,000.00 Amendment<br>\$ 12,649,026.00 New Total<br><b>FY08</b> 100% Federal<br>Additional monies to<br>weatherization agencies for<br>Training & Technical<br>Assistance activities |
| 4) | Blue Water Center for<br>for Independent Living<br>Sandusky, MI | \$ 3,733.38 Amendment<br>\$ 27,733.68 New Total<br><b>FY08-10</b> 100% Federal<br>Additional monies to increase<br>units for First Impressions<br>Workshop                               |
| 5) | Various<br>DV 08 - Series<br>(Listing on file)                  | \$ 561,000.00 Amendment<br>\$ 19,291,705.00 New Total<br><b>FY08-10</b> 100% General Fund<br>A one-time only increase to<br>offset a decrease in federal<br>funding                      |
| 6) | Various<br>RA 07 - Series<br>(Listing on file)                  | \$ 1,237,414.00 Amendment<br>\$ 7,821,067.00 New Total<br><b>FY08-09</b> 100% Federal<br>Increased funding for the<br>Office of Refugee Services   |
| 7) | Children's Advocacy Center<br>Holland, MI                       | NOT TO EXCEED<br>\$ 74,849.28 New Total<br><b>FY08-10</b> 100% Federal<br>Three-year contract for<br>interviewing and assessments<br>of alleged victims of child<br>sexual abuse         |
| 8) | CFS of the U.P., Inc.<br>Marquette, MI                          | \$ 163,326.00 Total<br><b>FY08-10</b> 100% Federal<br>Three-year contract for<br>Wraparound Coordination<br>services   |

5. DEPARTMENT OF HUMAN SERVICES continued

9) Various \$ 297,000.00 Amendment  
RPS 08 - series \$ 5,518,845.00 New Total  
(Listing on file) **FY08** 100% General Fund  
A one-time only increase to  
offset a decrease in Federal  
Violence Against Women funding

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1) Statewide Workforce \$ 108,000.00 Total  
Development Boards **FY08** 100% Federal Funds  
(Listing on file) Grantees will receive funding  
to implement projects  
consistent with approved 21<sup>st</sup>  
Century regional plans by  
working with area employers to  
train/retrain and place  
workers in permanent  
employment

2) Peckham, Inc. \$ 225,000.00 Total  
Lansing, MI **FY08** 100% Federal Funds  
Funding will be provided to  
the grantee to stimulate  
innovation and change leading  
to better employment outcomes  
for persons with disabilities  
in Michigan

3) Survey & Remonumentation \$ 7,500,000.00 Total  
'08 Grants **FY08** 100% Restricted Funds  
(Listing on file) The grants offered are  
intended to provide survey,  
monumentation and  
remonumentation of the Public  
Land Survey corners and other  
activities in accordance with  
the 1990 Public Act 345 and  
the County Plan, as approved  
by the State Grant Director

7. DEPARTMENT OF NATURAL RESOURCES

- |   |  |
|---|--|
| 1) Various<br>(Listing on file)             | NOT TO EXCEED<br>\$ 1,578,202.00 Total<br><b>FY08-09</b> 100% State Restricted<br>Grants for the maintenance of<br>off-road trails                     |
| 2) Various<br>(Listing on file)             | NOT TO EXCEED<br>\$ 1,097,144.00 Total<br><b>FY08</b> 100% State Restricted<br>Grants for the<br>purchase of<br>snowmobile trail<br>grooming equipment |
| 3) Munising Visitors Bureau<br>Munising, MI | \$ 52,892.00 Amendment<br>\$ 413,990.00 New Total<br><b>FY08</b> 100% State Restricted<br>Grant amendment for major<br>repairs to grooming equipment   |

SECTION II. DMB CONTRACTS

Requests approval of the following:

**NEW CONTRACTS**

8. DEPARTMENT OF ENVIRONMENTAL QUALITY

- |                                |  |
|--------------------------------|--|
| 1) Sur-Tec, Inc.<br>Lenexa, KS | \$ 37,887.00 (One-Time)<br><b>FY08</b> 100% Federal Funds<br>761R8200062 Surveillance<br>Cameras |
|--------------------------------|--|

9. DEPARTMENT OF NATURAL RESOURCES

- |  |   |
|--|---|
| 1) Quantum Construction<br>Douglas, MI | \$ 119,038.00 (3 years)<br><b>FY08-10 SPLIT AWARD</b><br>50% Federal Funds<br>50% State Restricted Funds<br>071I8200011 Wildlife Habitat<br>Improvement Project |
|--|---|



13. 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**

2) Symbiosis International Okemos, MI	\$ 114,400.00 Amendment \$ 228,800.00 New Total <b>FY08</b> 100% Restricted Funds 071B6200401 Additional funding to provide temporary employee services to assist the Department of Information Technology and the Department of Community Health in the continued development of the Lead Safe Housing Registry
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14. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Chocola Cleaning Materials Lansing, MI	\$ 91,540.75 Amendment \$ 428,457.21 New Total <b>FY08-09</b> 100% General Funds 071B3001268 Additional funding for Janitorial Services for the Department of Agriculture
2) Harris Cleaning Service Detroit, MI	\$ 15,140.00 Amendment \$ 124,740.00 New Total <b>FY08-09</b> 63% Federal 37% GF 071B3001379 Additional funding Janitorial Services- MRO #22
3) Hi-Tec Building Services Detroit, MI	\$ 24,571.34 Amendment \$ 236,668.12 New Total <b>FY08-09</b> 63% Federal 37% GF 071B2001465 Additional Funding for Janitorial Services-MRO #22



16. DEPARTMENT OF CORRECTIONS continued

- 3) Teresa Hillis \$158.99

The claimant (07-SAB-143) requests \$158.99 reimbursement for her ring bent while helping move the personnel office. The Department recommends approval of this claim.

- 4) Newberry Correctional Fac. \$ 41.33

The claimant (07-SAB-142) requests \$41.33 reimbursement for damage to the home ball court when moved under the direction of facility administration. The Department recommends approval of this claim.

17. DEPARTMENT OF HUMAN SERVICES

- 1) Denise Groggins \$642.50

The claimant (07-SAB-141) requests \$642.50 reimbursement for damage to her vehicle while performing State duties. The Department recommends approval of this claim.

- 2) Diane Polania \$ 74.87

The claimant (07-SAB-148) requests \$74.87 reimbursement for her tire allegedly damaged in parking lot. The Department recommends denial of this claim.

18. DEPARTMENT OF STATE

- 1) Colleen Peterson \$ 62.50

The claimant (07-SAB-112) requests \$62.50 reimbursement for 1 temporary permit and two express mail charges due to Secretary of State error. The Department recommends denial of this claim.

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

**SECTION VII. APPROVAL OF SPECIAL ITEMS**

19. 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:

\$ 865.76 at 830 Smith St., East Tawas, MI

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

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

**FINANCE AND CLAIMS COMMITTEE**  
November 27, 2007, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**  
December 4, 2007, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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

**SECTION I. AGENCY CONTRACTS**

Requests approval of the following:

1s. **DEPARTMENT OF LABOR AND ECONOMIC GROWTH**

- |   |   |
|---|---|
| 1) Statewide Workforce<br>Development Boards<br>(Listing on file) | \$ 85,113,181.00 Amendment<br>\$ 91,971,431.00 New Total<br><b>FY08</b> 75.54% TANF Funds<br>4.66% WIA Funds<br>19.80% General Funds<br>Additional funds to provide<br>additional employment and<br>training services to Family<br>Independence Program<br>participants, non-custodial<br>parents, and non-cash<br>recipients |
|---|---|

**SECTION II. DMB CONTRACTS**

**SECTION III. RELEASE OF FUNDS TO WORK ORDER**

**SECTION IV. REVISION TO WORK ORDER**

**SECTION V. CLAIMS - PERSONAL PROPERTY LOSS**

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

**SECTION VII. APPROVAL OF SPECIAL ITEMS**

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

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

# APPROVED

December 4, 2007

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Building** Committee was held at **11:00 a.m.**  
on **November 28, 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; Sherry Bond,  
James Burris, Department of Management and Budget

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Today's meeting was moved to the Gabriel Richard Room on the first  
floor of the Michigan Library and Historical Center.

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**

November 28, 2007 / December 4, 2007  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

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

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAND RAPIDS –  
Grand Rapids Home for Veterans – Re-roofing Mann and McLeish Buildings  
File No. 511/06114.EEW – Index No. 53278  
Low Responsive Bidder: Port Huron Roofing & Sheet Metal, Inc., Clyde  
Township; \$590,000.00

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

The purpose of this contract is to remove and replace the existing roofing systems on the Mann Building Nursing Administrative Wing and the McLeish Building's Main 1 Courtyard Nursing Unit, All Purpose Room and Kozy Korner areas. The existing roofs are beyond their useful life and require continuous costly maintenance.

#### **Benefit**

The new roofs will protect the interiors of the buildings from the weather as well as provide a safe and secure environment for the staff and the members who live and work in the facilities. Additionally, maintenance costs will be reduced.

#### **Funding**

100% State Building Authority Funds

#### **Commitment**

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

#### **Risk Assessment**

Failure to approve this contract will result in continued high maintenance costs and potential water infiltration impacting the health of the building occupants.

#### **Zip Code**

49505

### **REVISIONS TO CONSTRUCTION CONTRACTS**

2. DEPARTMENT OF CORRECTIONS, KINCHELOE – Kinross and Chippewa  
Correctional Facilities – New Power Plants  
File No. 472/04034.EEW – Index No. 53094  
M.A.P. Mechanical Contractors, Inc., Midland; CCO No. 3, Incr. \$237,506.00

**Purpose/Business Case**

The agency has requested that a digital control system be installed to ensure uninterrupted communications from the two boiler plants to the computer in the Maintenance Supervisor's office. This will allow the maintenance staff to monitor operations of the boilers and other equipment on a continuous basis. They have also requested that the air conditioning in the office areas be increased, installation of a propane backup for the pilot lights, revisions to the fuel oil piping systems and modifications to the operational sequence of the boiler controls for a boiler to be taken off line for maintenance purposes.

**Benefit**

The efficient operation of the two boiler plants is critical to the mission of the three prison facilities that depended on the heat being supplied. Failure of the plants during severe cold weather will have a huge negative impact on the Department of Corrections, the staffs at the facilities and the prisoners who are incarcerated.

**Funding**

78.9% State Building Authority Funds and 21.1% AOF

**Commitment**

The construction contract is a fixed price contract based on a competitive bid process. Changes in the contract amount will only occur if unknown site conditions are encountered or the agency request changes in scope.

**Risk Assessment**

Over the long term, the risk of damage to the boilers or injury to facility personnel increases as the plants age. The majority of these items will allow for continuous monitoring of the boilers and increase operational efficiency of the plants, thereby minimizing the risk for a failure to occur in the future.

**Zip Code**

49788

3. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Michigan  
Library and Historical Center – Roof Replacement  
File No. 071/05069.JNS – Index No. 53225  
HBC Contracting, Lansing; CCO No. 10, Incr. \$432,261.86

**Purpose/Business Case**

The purpose of this change order is to remove all existing fireproofing from the underside of the metal roof deck and from horizontal structural steel within the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> floor ceiling cavities for both the Museum and Library within the Michigan Library and Historical Center. The building has recently experienced a number of adhesion failures between the existing sprayed on fire proofing and the underside of the existing roof decks. Vibrations from work being performed on the roof (this work has been temporarily halted) have resulted in large sections of fire proofing breaking loose from supporting metal decking, resulting in damage to ceiling tiles and ceiling tile support grid, exposing those persons within the immediate areas to extreme levels of dust and debris, contaminating the underlying and adjacent work spaces and damaging office equipment.

**Benefit**

The immediate removal of fireproofing on the underside of the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> floor roof decks within the Michigan Library and Historical Center is required to abate a safety hazard to building staff and the public, and to abate a hazard to irreplaceable library and museum contents. Finishing the installation of fall protection equipment and replacement of a badly deteriorating roof cannot be completed until abatement of the falling fire proofing material hazard has been abated.

**Funding Source**

100% State Building Authority Funds

**Commitment**

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

**Risk Assessment**

Failure to approve this change order will leave building staff and the public exposed to an unsafe building condition and will leave irreplaceable museum and library contents at a significant risk of damage.

**Zip Code**

48933

4. DEPARTMENT OF ENVIRONMENTAL QUALITY, REED CITY – Osceola Refinery – Abandoned Pipeline Removal  
File No. 761/06015.RRD – Index No. 47418  
ASI Environmental Technologies, Inc., Ludington; CCO No. 4, Incr. \$328,837.00

**Purpose/Business Case**

The purpose of this contract change order is to adjust the contract quantities to match the actual site measured quantities.

**Benefit**

The change will remove contaminated materials from the site to prevent contamination from spreading and protect the environment.

**Funding Source**

100% Clean Michigan Initiative (CMI)

**Commitment**

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

**Risk Assessment**

Failure to approve this change order will result in delaying the completion of the environmental cleanup activities, therefore jeopardizing health and safety of the public. It may also risk violating the environmental regulations.

**Zip Code**

49677

5. DEPARTMENT OF CORRECTIONS, JACKSON – Egeler Correctional Facility – Renovations to Cell Blocks 1, 2, 3 & 7  
File No. 472/06408.JNS – Index Nos. 23190 & 53275  
Carrier Construction Company, Inc., Hickory Corners; CCO No. 8, Incr.  
\$43,876.00

**Purpose/Business Case**

The purpose of this change order is to rebalance the Cool Dome air conditioning system to meet the required cooling demands, relocate and reconstruct a prisoner exercise slab area, install utilities and fencing for the Cool Dome and Cool Dome toilet building construction, add code required brush seals and labeling on the doors within the new Cell Block 1, 2 and 3 stair towers, and relocate an existing security panel within Cell Block 3 south basement to allow space for new stair tower bridge foundations and supports.

**Benefit**

The state will benefit by implementing court ordered and approved changes to address fire safety and heat-related illness concerns within this facility. All changes address court-recognized potential staff and prisoner safety issues.

**Funding Source**

40% State Building Authority Funds & 60% Department of Corrections Operating Funds

**Commitment**

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

**Risk Assessment**

Failure to approve this change order will result in violation of agreements reached between the Department of Corrections and the United States District Court, Western Division of Michigan, Southern Division.

**Zip Code**

49201

**GRANT OF EASEMENT**

6. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB) FOR THE DEPARTMENT OF COMMUNITY HEALTH (DCH), TOWNSHIP OF NORTHVILLE, WAYNE COUNTY, MI recommends that the State Administrative Board, acting under authority of Public Act 431 of 1984, as amended, grant to Northville Charter Township, whose address is 44405 Six Mile Road, Northville, MI. 48168, a permanent non-exclusive easement for the purposes of installing, maintaining and servicing a public potable water main together with all existing water main infrastructures located thereon. Said easement is described as follows:

A strip of land in the NE ¼ of section 12, T1S – R8E, Northville Township, Wayne County, Michigan, more particularly described as commencing at the E ¼ corner of said section 12; thence S84°11'31"W 60.06 feet on the E-W ¼ line of said

section to the westerly right of way of Haggerty Road; thence  $N02^{\circ}36'46''W$  104.61 feet on said right of way to the point of beginning and centerline of a 20 foot wide strip of land; thence  $S83^{\circ}10'54''W$  337.98 feet to a point "P"; thence  $S83^{\circ}13'42''W$  58.94 feet; thence  $N06^{\circ}48'13''W$  275.76 feet; thence  $S83^{\circ}13'48''W$  87.29 feet to a point "A"; thence  $S83^{\circ}13'45''W$  164.94 feet to a point "B"; thence  $S83^{\circ}13'45''W$  50.24 feet; thence  $N53^{\circ}24'37''W$  160.31 feet to a point "C"; thence  $N53^{\circ}24'32''W$  175.04 feet; thence  $N08^{\circ}24'47''W$  55.84 feet; thence  $N36^{\circ}27'32''E$  159.16 feet; thence  $N36^{\circ}27'39''E$  19.47 feet to a point "E"; thence  $N36^{\circ}27'39''E$  34.86 feet; thence  $N09^{\circ}47'47''W$  153.34 feet; thence  $N38^{\circ}39'12''E$  28.69 feet to a point "F"; thence  $N38^{\circ}39'12''E$  247.84 feet; thence  $N33^{\circ}58'15''E$  64.36 feet to a point "H"; thence  $N33^{\circ}58'15''E$  7.53 feet; thence  $N56^{\circ}12'19''E$  153.41 feet; thence  $N77^{\circ}31'14''E$  21.43 feet; thence  $S48^{\circ}53'46''E$  193.76 feet to a point "J"; thence  $S48^{\circ}53'48''E$  69.95 feet; thence  $S71^{\circ}23'46''E$  92.19 feet; thence  $S48^{\circ}53'02''E$  19.31 feet; thence  $S26^{\circ}23'36''E$  105.91 feet to a point "K"; thence  $N63^{\circ}36'18''E$  76.82 feet; thence  $N78^{\circ}48'52''E$  87.54 feet to a point of ending on the westerly right of way of Haggerty Road.

Also, a strip of land 10 feet either side of a centerline beginning at said point "A"; thence  $N06^{\circ}46'28''W$  102.40 feet; thence  $N04^{\circ}51'58''W$  68.26 feet; thence  $N17^{\circ}37'31''E$  37.15 feet; thence  $N36^{\circ}07'10''E$  161.69 feet to a point "M"; thence  $N36^{\circ}37'26''E$  261.68 feet to a point "L"; thence  $N49^{\circ}59'15''E$  96.46 feet to a point of ending at said point "K".

Also, a strip of land 10 feet either side of a centerline beginning at said point "P"; thence  $S06^{\circ}45'58''E$  20.69 feet to a point of ending.

Also, a strip of land 10 feet either side of a centerline beginning at said point "B"; thence  $N06^{\circ}46'28''W$  25.00 feet to a point of ending.

Also, a strip of land 10 feet either side of a centerline beginning at said point "C"; thence  $N36^{\circ}34'19''E$  25.00 feet to a point of ending.

Also, a strip of land 10 feet either side of a centerline beginning at said point "E"; thence  $S53^{\circ}33'56''E$  25.00 feet to a point of ending.

Also, a strip of land 10 feet either side of a centerline beginning at said point "F"; thence  $N54^{\circ}48'11''W$  42.21 feet to a point of ending.

Also, a strip of land 10 feet either side of a centerline beginning at said point "H"; thence  $N56^{\circ}01'15''W$  60.01 feet to a point of ending.

Also, a strip of land 10 feet either side of a centerline beginning at said point "J"; thence  $N41^{\circ}06'18''E$  19.99 feet to a point of ending.

Also, a strip of land 10 feet either side of a centerline beginning at said point "L"; thence  $N47^{\circ}18'30''W$  37.39 feet to a point of ending.

Also, a strip of land 10 feet either side of a centerline beginning at said point "M"; thence N53°54'56"W 78.80 feet; thence N36°06'17"E 20.33 feet to a point of ending

Subject to easements and restrictions of record, if any.

The Attorney General's office has approved this easement agreement as to legal form.

**Purpose/Benefit**

Granting this easement will allow the State to unburden itself from the need and expense of maintaining the water mains immediately adjacent to its Hawthorn Center facility, while also allowing Northville Township to add them to its own public water main system in service to the Hawthorn Center and to other township water customers, both current and future.

**Funding Source**

\$1.00 from Northville Charter Township for this public purpose easement.

**Commitment**

This easement will be a permanent easement. If the easement remains unused for a period of One (1) continuous year, it will revert to the Grantor.

**Risk Assessment**

No significant or likely risks are known to arise from granting this conveyance as proposed.

**Zip Code**

48168

**ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

7. DEPARTMENT OF HUMAN SERVICES, KALAMAZOO - Addendum #1 to Lease #1304 approved by the State Administrative Board on September 5, 2006, Item #12, between Academy Hall, LLC, and subsequently assigned to Jarland II, LLC, a Michigan Limited Liability Company, 1633 North Paulina Street, Chicago, IL 60622, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 3,264 square feet of space located at 818 South Park Street, Kalamazoo, MI 49007. This Addendum provides for corrections to rent adjustment for operating expenses and property tax exemptions language. The annual per square foot rental rate is \$8.27 (\$2,250.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains an Either-Party cancellation clause with 90-days notice. The Attorney General has approved this lease as to legal form.

**Purpose/Business Case**

The purpose of this Addendum is to correct errors contained within the rent adjustment for operating expenses and the real property tax exemptions paragraphs.

**Benefit**

The benefit is that the State will be better able to calculate the correct amount for the annual adjustments contained in the Lease.

**Source of Funds**

50% General Fund; 50% County General Fund

**Commitment Level**

Ten years; however, this Lease contains an Either-Party cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Addendum will hinder the Department from being able to properly calculate the required adjustments with the Lessor.

**Zip Code**

49007

**RENEWAL OF LEASE FOR PRIVATE PROPERTY**

- 8. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, LANSING – Renewal Lease #11042-2006 effective January 1, 2008, through December 31, 2012, with The Young Men's Christian Association of Lansing (YMCA), a Michigan Corporation, 119 North Washington, City of Lansing, County of Ingham, MI, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth as Lessee, for 700 square feet of retail space located at 3700 Old Lansing Road, City of Lansing, MI 48917. The annual per square foot rental rate for this space is \$14.29 (\$833.35 per month). The rental rate increases 3.0% in each succeeding year of the lease term. This is a full service Lease. 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 renew lease 11042 which allows DLEG's Commission for the Blind to license a food concession stand on the leased premises through its Business Enterprise Program (BEP).

**Benefit**

The retail business made possible at this site directly and indirectly provides important employment and income opportunities for blind and visually impaired citizens in keeping with the mandate of the Michigan Commission for the Blind.

**Funding Source**

100% Federal Funding

**Commitment Level**

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

**Risk Assessment**

Non-approval of this Lease will hinder the Department from providing this important outlet for exercising its Business Enterprise Program in support of blind and visually impaired entrepreneurs and their employees.

**Zip Code**

48917

## **SUB LEASE FOR PRIVATE PROPERTY**

9. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, BATTLE CREEK - New Sub Lease #11086-2007 effective July 1, 2007, through June 30, 2009, with Kellogg Community College, a public agency, 450 North Avenue, Battle Creek, MI 49017, as Sub Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth as Sub Lessee, for 838 square feet of office space located at 135 Hamblin Avenue, Battle Creek, MI 49017. The annual per square foot rental rate for this space is \$21.08 (\$1,472.00 per month). This is a full service Sub Lease. This Sub Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Sub Lease as to legal form.

### **Purpose/Business Case**

The space is utilized by the Department of Labor and Economic Growth and continues to meet their operational needs. The expiring leasing document did not contain any renewal options; therefore a new Sub Lease was negotiated.

### **Benefit**

The benefit of this new Sub Lease is that it allows the agency to remain at the established location and avoid relocation costs. The rental rate is within the current market rate.

### **Funding Source**

100% Federal Fund

### **Commitment Level**

Two years; however, this Sub Lease contains a Standard cancellation clause with 60-days notice.

### **Risk Assessment**

Non-approval of this Sub Lease will hinder the Department from continuing to provide uninterrupted service, and could possibly result in increased costs if the agency is forced to relocate the office.

### **Zip Code**

49017

10. DEPARTMENT OF CORRECTIONS, BATTLE CREEK - New Sub Lease #11091-2007 effective July 1, 2007, through June 30, 2009, with Kellogg Community College, a public agency, 450 North Avenue, Battle Creek, MI 49017, as Sub Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Corrections as Sub Lessee, for 3,570 square feet of office space located at 135 Hamblin Avenue, Battle Creek, MI 49017. The annual per square foot rental rate for this space is \$18.74 (\$5,576.00 per month). This is a full service Sub Lease. This Sub Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Sub Lease as to legal form.

**Purpose/Business Case**

The space is utilized by the Department of Corrections and continues to meet their operational needs. The expiring leasing document did not contain any renewal options; therefore a new Sub Lease was negotiated.

**Benefit**

The benefit of this new Sub Lease is that it allows the agency to remain at the established location and avoid relocation costs. The rental rate is within the current market rate.

**Funding Source**

100% General Fund

**Commitment Level**

Two years; however, this Sub Lease contains a Standard cancellation clause with 60-days notice.

**Risk Assessment**

Non-approval of this Sub Lease will hinder the Department from continuing to provide uninterrupted service, and could possibly result in increased costs if the agency is forced to relocate the office.

**Zip Code**

49017

11. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, WAYNE - Renewal of Sub Lease #11246-2006 effective October 1, 2007, through June 30, 2012, with Southeast Michigan Community Alliance (SEMCA), A Michigan Non-Profit Corporation, 25363 Eureka Road, Taylor, Michigan 48180, as Sub Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth as Sub Lessee, for 6,086 square feet of office space located at 35731 Michigan Avenue, Wayne, Michigan 48184. The annual per square foot rental rate for this space is \$17.50 (\$8,875.42 per month) in the first year with 3% increases in each subsequent year. This is a full service Sub Lease. This Sub Lease contains an Either Party cancellation clause with 90-days notice. The Attorney General has approved this Sub Lease as to legal form.

**Purpose/Business Case**

The Department of Labor and Economic Growth (MRS and BWP) utilizes this space. This is in conjunction with the co-location initiative with the Michigan Works! Agencies for the MRS and BWP staff.

**Benefit**

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

**Funding Source**

100% Federal Funds

**Commitment Level**

Four years and three months; however, this Lease contains an Either Party cancellation clause with 90-days notice.

**Risk Assessment**

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

**Zip Code**

48184

**NEW LEASE FOR PRIVATE PROPERTY**

12. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, ST. JOSEPH - New Lease #11279-2006 effective January 1, 2008, through December 31, 2012, with B L & C Realty Inc., a Corporation, 117 Main Street, St. Joseph, MI 49085, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Military and Veterans Affairs, as Lessee, for 950 square feet of office space located at 115 Main Street, St. Joseph, MI 49085. The annual per square foot rental rate for this space is \$20.82 (\$1,648.00 per month). Effective January 1, 2009, through December 31, 2012, the annual per square foot rental rate will increase by 3% each and every year. This rate does not include janitorial service. This Lease contains one 1-year renewal option with an annual per square foot rental rate of \$24.12 (\$1,909.50 per month). This Lease contains a Standard cancellation clause with 30-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

The purpose of this new Lease is to provide a recruiting office for the Michigan National Guard.

**Benefit**

The benefit is that the new office will meet the National Guard's need for a high visibility location in a targeted recruiting area. The rental rate is within current market rate for comparable space.

**Funding Source**

100% Federal Fund

**Commitment Level**

Five years with one 1-year renewal option; however, this Lease contains a Standard cancellation clause with 30-days notice.

**Risk Assessment**

Non-approval of this Lease will hinder the Department from reaching their recruitment goals.

**Zip Code**

49085

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Ms. MacDowell presented the Building Committee Report for the regular meeting of November 28, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held November 28, 2007, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

# APPROVED

December 4, 2007

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources Committee was held at 3:30 p.m. on November 28, 2007. Those present being:

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

Member: Brandon Hofmeister, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

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

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;  
Cynthia Watson, Department of Natural Resources; Mike Blackledge,  
Keith Brown, Connie Hanrahan, Joyce Hoffman, Amy Meldrum, Joyce  
Newell, Kathy Popoff, Patrick Scarlett, Betsy Steudle, Karen  
Watson, Department of Transportation

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The Department of Natural Resources agenda was presented.

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

There was no Department of Environmental Quality agenda presented.

The Department of Transportation agenda was presented.

Following discussion, Mr. Shell moved that the Transportation agenda be recommended to the State Administrative Board for approval with a revised resolution for Item 1; revised writeups for Items 46, 49, and 151; and Items 14, 15, 21, 23, 24, 26 through 30, 32 through 41, 48 through 50, 53, 54, 139 through 143, 146, 158 through 169, 170 through 176 of the agenda contingent upon approval at the State Transportation Commission meeting on November 29, 2007. Supported by Mr. Hofmeister, 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 - November 28, 2007 - 3:30 P.M.  
State Administrative Board Meeting - December 4, 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. **DIRECT OIL AND GAS LEASES - NON-DEVELOPMENT:** Sequoia Production, LLC, of Conifer, Colorado, Department of Natural Resources state-owned minerals, 10.28 acres, more or less, Section 24, T15N, R10W, Big Rapids Township, Mecosta County.

Terms: Three-year term, no extensions, 3/16 royalty, \$550.00 bonus consideration (50.00 per acre), and \$2.00 per acre annual rental.

2. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Cimarex Energy Company, of Denver Colorado, Department of Transportation state-owned minerals, 20.00 acres, more or less, Section 4, T14N, R10W, Mecosta Township, Mecosta County.

Terms: Three-year term, one one-year extension option, 3/16 royalty, \$1,000.00 bonus consideration (50.00 per acre), and \$2.00 per acre annual rental.

3. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Aurora Energy, Ltd, of Traverse City, Michigan, Department of Natural Resources fluid mineral and gas rights, 1.41 acres, more or less, Section 36, T33N, R03W, Wilmot Township, Cheboygan County.

Terms: Three-year term, no extensions, 3/16 royalty, \$100.00 bonus consideration (50.00 per acre), and \$5.00 minimum annual rental.

The Chief, Forest, Mineral and Fire Management approved Items 1 through 3 on November 6, 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: November 28, 2007– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: December 4, 2007 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

### CONTRACTS

1. AERONAUTICS AND FREIGHT (Aeronautics) – Resolution “A” (Transfer to Governmental Agency)

The subject property is located at the Romeo State Airport in Ray Township, Macomb County, Michigan. The Road Commission of Macomb County has requested an easement to relocate Nims Drain in order to improve 31 Mile Road with a deceleration lane. The deceleration lane is needed to improve access to the existing temporary drive used to access hangars from 31 Mile Road. The county will issue a permanent drive permit to MDOT for hangar access after the easement is transferred to the county and after Nims Drain has been relocated. The easement requested will not adversely impact future development of the airport, and the exchange of easement and drive permit is considered mutual benefits.

#### Mutual Benefits

**Criticality:** Failure to process this transfer could result in MDOT’s loss of access to the hangars as the county could close the temporary drive.

**Purpose/Business Case:** To grant an easement to Macomb County in order to facilitate the relocation of a county drain and the improvement of 31 Mile Road with a deceleration lane to access hangars on the airport. The property to be encumbered by the easement will not be adversely affected.

**Benefit:** MDOT benefits by receiving a drive permit to access hangars in exchange for the drain easement.

**Funding Source:** N/A.

**Commitment Level:** The easement will not adversely impact future transportation purposes.

**Risk Assessment:** If this transfer is not processed, MDOT could lose access to the hangars, as the county could close the temporary drive.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48096.

2. HIGHWAYS (Real Estate) – Resolution “A” (Excess Property Exchange)  
Tract 1065, Control Section 73111, Parcels C-97, Part A, C-122BS, Part A, 125BS, Part A

The Michigan Department of Transportation proposes to exchange the property identified as Tract 1065 for comparable property of equal value and approximately equal size and location that is currently owned by Freeway Properties Investments, LLC. Like Tract 1065, the exchange property is located along the I-75/US-12 corridor in Buena Vista Charter Township, Saginaw County, Michigan. The exchange property will replace the Tract 1065 property as a designated transportation scenic area. Freeway Properties Investments, LLC, will landscape the exchange property to the satisfaction of the Bay Region Resource Specialist, and will restore damages to the MDOT right-of-way fencing on the Tract 1065 property, and will construct a fence around the exchange property. The closing will not take place until these requirements have been met. Tract 1065 contains approximately 1.13 acres. The exchange property to be acquired contains approximately 1.15 acres. Both the tract and the exchange property were appraised by Bay Region Property Manager, R. Michael Smith, August 17, 2001, as a mutual exchange. The appraisal was reviewed and the transaction was approved for an even exchange by Bay Region Real Estate Agent, Andrew Philp, on October 19, 2007. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways-Development.

Mutual Exchange

**Criticality:** This exchange will replace a designated transportation scenic area with a scenic strip of similar size and location. The replacement property will be landscaped by Freeway Properties Investments, LLC, at its expense prior to the exchange.

**Purpose/Business Case:** The purpose of this exchange agreement is to replace a designated scenic area with a comparable scenic area at no additional cost to MDOT or the taxpayers.

**Benefit:** MDOT benefits by replacing a scenic strip that is becoming less scenic as a result of commercial development in the vicinity.

**Funding Source:** No special funding source is required for this exchange.

**Commitment Level:** MDOT is committed to an equal exchange of property at no additional cost to MDOT.

**Risk Assessment:** If this item is not approved, the exchange cannot be made, and MDOT will not be able to replace a scenic area that is becoming less scenic.

**Cost Reduction:** There are no special costs involved with this exchange.

**Selection:** N/A.

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

**Zip Code:** 48601.

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

Amendatory Contract (2004-0582/A1) between MDOT and the Marquette County Board of Commissioners will increase the contract amount by \$7,036 due to higher than anticipated costs associated with the rehabilitation of the hangars. The original contract provides for the rehabilitation of the hangars and for the design for hangar insulation and electrical system improvements at the Sawyer International Airport in Marquette, Michigan. The contract term remains unchanged, October 25, 2004, through October 24, 2024. The revised contract amount will be \$1,396,510. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,320,000	\$6,683	\$1,326,683
Marquette County Funds	\$ 69,474	\$ 353	\$ 69,827
Total	<u>\$1,389,474</u>	<u>\$7,036</u>	<u>\$1,396,510</u>

**Criticality:** This project is in the final stages of the closeout process. The federal grant requires the project to be closed, and a delay would disrupt the closeout schedule.

**Purpose/Business Case:** To increase the contract amount by \$7,036 to cover higher than anticipated costs associated with the rehabilitation of hangars 664, 665, and 667.

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

**Funding Source:** 95% Federal Aviation Administration Funds and 5% Marquette County Funds.

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

**Risk Assessment:** The risk of not approving the amendment is the loss of federal funds for this project. In addition, a delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

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

**Selection:** N/A.

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

**Zip Code:** 49841.

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

Amendatory Contract (2005-0168/A1) between MDOT and the Bishop International Airport Authority (BIAA) will increase the contract amount by \$975,783 due to higher than anticipated costs associated with the expansion of the terminal building and the baggage claim area. The original contract provides for the expansion of the terminal building and the baggage claim area at the Bishop International Airport in Flint, Michigan. The contract term remains unchanged, May 16, 2005, through May 15, 2025. The revised contract amount will be \$7,398,783. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$6,101,850	\$915,277	\$7,017,127
State Restricted Aeronautics Funds	\$ 160,575	\$ 24,086	\$ 184,661
BIAA Funds	\$ 160,575	\$ 36,420	\$ 196,995
Total	<u>\$6,423,000</u>	<u>\$975,783</u>	<u>\$7,398,783</u>

\* Denotes a non-standard contract/amendment

**Criticality:** The expansion extends the terminal building and adds two baggage claim carousels. This project cannot be delayed because the federal grant requires closeout and a delay would disrupt the closeout schedule.

**Purpose/Business Case:** To increase the contract amount by \$975,783 to cover higher than anticipated costs associated with the expansion of the terminal building and the baggage claim area. This project is an expansion of an existing terminal building and, as with many other retrofit projects, it is very difficult to accurately design and bid. The main increases were related to additional pavement rehabilitation in the cargo area, additional communication and electrical upgrades, construction of additional sidewalk, removal of an unforeseen underground tank, additional carpeting, and additional items such as paint to match the new portion to the existing structure.

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

**Funding Source:** 94.8% Federal Aviation Administration Funds; 2.5% State Restricted Aeronautics Funds; 2.7% BIAA Funds.

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

**Risk Assessment:** The risk of not approving the amendment is the loss of additional federal funding for this project.

**Cost Reduction:** The construction was procured through federal procurement guidelines and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 48507.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0051) between MDOT and the Village of Sparta will provide federal and state grant funds for the land acquisition costs of parcels E15 through E27 at the Paul C. Miller-Sparta Airport in Sparta, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$217,500. Source of Funds: FAA Funds (via block grant) - \$174,000; State Bond Funds - \$38,062; Village of Sparta Funds - \$5,438.

**Criticality:** All federally funded airports are mandated to meet FAA safety requirements. It is required that airports control the runway protection zones (RPZ) and clear obstructions to FAA Part 77 airspace. The easements will meet this federal requirement for safety. Delaying the project could impact airport safety.

**Purpose/Business Case:** To provide for the land acquisition costs of parcels E15 through E27. The project will acquire the aviation easements needed to meet FAA airspace requirements and clear the FAA Part 77 surfaces.

**Benefit:** Acquiring the easements will enhance airport safety by allowing the airport to meet FAA requirements and maintain obstruction-free airspace around the airport.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Village of Sparta Funds.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49345.

6. \*AERONAUTICS AND FREIGHT (Aeronautics) - Reimbursement for Airport Inspections and Data Collection

Contract (2008-0056) between MDOT and Southern Illinois University Carbondale (SIUC) will provide for reimbursement for the inspection of Michigan airports and for airport data collection for the Airport Safety Data Collection Program. There are 239 airports in Michigan. The Federal Aviation Administration (FAA) inspects 20 airports and the Bureau of Aeronautics and Freight Services (Aeronautics) inspects the remaining airports for the FAA Safety Data Program. Approval of this contract will help to recapture a portion of the costs of conducting the inspections and to standardize safety data collection and dissemination. The contract will be in effect from the date of award through September 30, 2008. The estimated revenue will be \$38,500.

**Criticality:** The FAA requires that public use airports be inspected every three years. This contract will help to recapture a portion of the costs of conducting the inspections and to standardize safety data collection and dissemination.

**Purpose/Business Case:** To provide for reimbursement to the state for up to 70 airport safety data inspections conducted from October 1, 2007, through September 30, 2008.

**Benefit:** Airports are required by law to be licensed. The FAA requires that public use airports be inspected every three years.

**Funding Source:** This is a revenue contract. Revenue is estimated at \$38,500.

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

**Risk Assessment:** If this contract is not approved, federal funds could be lost.

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

**Selection:** N/A.

**New Project Identification:** Airport inspections are conducted on an ongoing basis.

**Zip Code:** 48909.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Snow Removal Equipment

Contract (2008-0059) between MDOT and the County of Oakland will provide federal and state grant funds for the purchase of snow removal equipment (broom) at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 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 \$515,000. Source of Funds: FAA Funds (via block grant) - \$443,579; State Bond Funds - \$58,546; Oakland County Funds - \$12,875.

**Criticality:** This equipment is essential in maintaining safe winter access at the airport. This project cannot be delayed because the snow removal equipment needs to be ordered now to assure that it is delivered for use during the winter season. Delaying the project could impact airport safety.

**Purpose/Business Case:** To provide for the purchase of snow removal equipment (broom).

**Benefit:** Will allow the airport to remove snow efficiently and to remain open regardless of the season. The existing equipment is beyond its useful life and is no longer cost efficient to operate.

**Funding Source:** 86.1% FAA Funds; 11.4% 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 equipment was bid locally and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 48325.

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

Authorization (39009-102118) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of P Avenue in Kalamazoo 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 Kalamazoo County Road Commission and approved on September 17, 2007. The project cost is estimated at \$180,000. Source of Funds: Federal Highway Administration Funds - \$108,000; FY 2007 State Restricted Trunkline Funds - \$72,000.

**Criticality:** In September 2007, members of a review team determined that the existing passive warning devices needed to be replaced with flashing-light signals and half-roadway gates to provide appropriate warning for motorists. An administrative order is expected to be issued soon mandating that GTW make the safety enhancements.

**Purpose/Business Case:** The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GTW with P Avenue in Kalamazoo County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Kalamazoo County Road Commission, GTW, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds- \$108,000; FY 2007 State Restricted Trunkline Funds- \$72,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49009.

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

Authorization (63089-102157) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the upgrade of flashers to 12-inch lenses and the installation of half-roadway gates with appropriate circuitry at GTW's grade crossing of Baldwin Avenue in the city of Pontiac, 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 City of Pontiac and approved on October 25, 2007. The project cost is estimated at \$220,000. Source of Funds: Federal Highway Administration Funds (FHWA) - \$132,000; FY 2008 State Restricted Trunkline Funds - \$88,000.

**Criticality:** In September 2007, members of a review team determined that the existing active warning devices needed to be upgraded and supplemented with half-roadway gates to provide appropriate warning for motorists. An administrative order was recently issued mandating that GTW make the safety enhancements.

**Purpose/Business Case:** The project will upgrade flashers to 12-inch lenses and install half-roadway gates with appropriate circuitry at the existing grade crossing of GTW with Baldwin Avenue in the city of Pontiac, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance public safety as determined necessary by representatives of the City of Pontiac, GTW, 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 - \$132,000; FY 2008 State Restricted Trunkline Funds - \$88,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48340.

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

Authorization (77019-102082) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of side-of-street flashers and half-roadway gates with appropriate circuitry at GTW's grade crossing of Bryce Road in St. Clair 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 St. Clair County Road Commission and approved on September 28, 2007. The project cost is estimated at \$180,000. Source of Funds: Federal Highway Administration Funds (FHWA) - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

**Criticality:** In September 2007, members of a review team determined that the existing passive warning devices needed to be supplemented with flashing-light signals and half-roadway gates to provide appropriate warning for motorists. An administrative order is expected to be issued soon mandating that GTW make the safety enhancements.

**Purpose/Business Case:** The project will provide funds for the installation of side-of-street flashers and half-roadway gates with appropriate circuitry at the existing grade crossing of GTW with Bryce Road in St. Clair County, Michigan. This work 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 decision to install side-of-street flashers and half-roadway gates with appropriate circuitry was made 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 - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48014.

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

Authorization (82006-102171) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (CR) will provide funding for the addition of half-roadway gates and all necessary appurtenances at the grade crossing of Middlebelt Road in Wayne 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 Wayne County Road Commission and approved on October 2, 2007. The project cost is estimated at \$80,000. Source of Funds: Federal Highway Administration Funds - \$48,000; FY 2008 State Restricted Trunkline Funds - \$32,000.

**Criticality:** In October 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 CR make the safety enhancements.

**Purpose/Business Case:** The project will add half-roadway gates and all necessary appurtenances at the existing grade crossing of CR with Middlebelt Road in Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Wayne County Road Commission, CR, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$48,000; FY 2008 State Restricted Trunkline Funds- \$32,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48164.

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

Authorization (03004-102116) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of cantilevers at the grade crossing of 57<sup>th</sup> Street in Allegan 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 Allegan County Road Commission and approved on September 24, 2007. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration 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 additional flashing-light signals on cantilever arms 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:** The project will install cantilevers at the existing grade crossing of CSX with 57<sup>th</sup> Street in Allegan County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Allegan County Road Commission, CSX, and MDOT's Rail Safety Section.

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

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

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

**Cost Reduction:** The work will be performed by 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 Allegan County Road Commission.

**Selection:** N/A.

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

**Zip Code:** 49408.

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

Authorization (11008-102117) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the addition of half-roadway gates and the upgrade of the flashing-light signals at the grade crossing of Coloma Road in Berrien 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 Berrien County Road Commission and approved on September 24, 2007. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration 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 upgraded and 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:** The project will add half-roadway gates and upgrade the flashing-light signals at the existing grade crossing of CSX with Coloma Road in Berrien County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Berrien County Road Commission, CSX, and MDOT's Rail Safety Section.

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

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

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

**Cost Reduction:** The work will be performed by 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 Berrien County Road Commission.

**Selection:** N/A.

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

**Zip Code:** 49038.

14. \*AERONAUTICS AND FREIGHT (Freight) - Renewal/Extension of Project Completion Period Amendatory Contract (2005-0140/A2) between MDOT and the Detroit Connecting Railroad Company (DCRC) will renew and extend the project completion period by approximately six months to provide sufficient time for DCRC to complete the project. The project was delayed while DCRC dealt with additional encroachment issues. The encroachment issues have now been resolved. The original contract provides assistance in the form of a loan under the Michigan Rail Loan Assistance Program (MiRLAP) to DCRC for the rehabilitation of 1.58 miles of existing track from Milepost (MP) 0.0 to MP 1.58. The revised project completion period will be from June 7, 2005, through June 6, 2006, from September 11, 2006, through May 7, 2007, and from the date of award of this amendment through May 31, 2008. No costs will be incurred between the expiration of the previously approved project completion period and the date of award of this amendment. The contract term remains unchanged, from June 7, 2005, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount remains unchanged at \$111,000. The MiRLAP loan is equivalent to 81.1 percent of the project cost, not to exceed \$90,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$90,000; DCRC Funds - \$21,000.

**Criticality:** Approval of this amendment is critical to allow DCRC to complete the work of rail rehabilitation to reduce the risk of derailments on a rail line that carries hazardous material.

**Purpose/Business Case:** To renew and extend the project completion period by approximately six months to provide sufficient time for DCRC to complete the track rehabilitation project.

**Benefit:** The project will improve safety by reducing the possibility of a derailment on a rail line that carries hazardous materials and will help ensure the continued viability of the railroad.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$90,000; DCRC Funds - \$21,000.

**Commitment Level:** The contract loan amount is based on cost estimates; however, contract language limits the state's participation to the loan amount specified.

**Risk Assessment:** If this amendment is not approved, the project may not be completed and the expected outcomes of improved safety and helping to ensure the continued viability of the DCRC will not be realized.

**Cost Reduction:** Eligible costs will be reimbursed only after DCRC has contributed its matching share of the project costs. As loan funds are repaid, they are deposited into the rail loan fund and used to fund other MiRLAP projects.

**Selection:** N/A.

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

**Zip Code:** 48185.

15. \*AERONAUTICS AND FREIGHT (Freight) – Reassignment of Michigan Rail Loan Assistance Program Contract

Contract (2008-0014) between MDOT and Great Lakes Central Railroad, Inc., will transfer the rights and responsibilities of Middleton Investment Group (MIG) under Contract (2000-0010) to Great Lakes Central Railroad, Inc. Under Contract (2000-0010), MDOT loaned \$500,000 to MIG under the Michigan Rail Loan Assistance Program (MiRLAP) for reconstruction of 12.5 miles of track (Ashley - Middleton) in Gratiot County. The work was accomplished and the loan is currently being repaid according to the terms of the contract. However, MIG no longer exists as a legal entity, and Great Lakes Central Railroad, Inc., has assumed legal responsibility for this loan. (MIG was originally comprised of two members, the Tuscola & Saginaw Bay Railway Co., Inc. (TSB), and Michigan Agricultural Commodities, Inc. (MAC). MIG's Operating Agreement was later amended, releasing MAC from its obligations in connection with MIG and leaving TSB as the sole member. Since that time, TSB's name has been changed to Great Lakes Central Railroad, Inc., and MIG, as an entity, has been dissolved.) The contract will be in effect from November 3, 1999, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount remains unchanged at \$555,555. Source of Funds: FY 2000 State Restricted Comprehensive Transportation Funds - \$500,000; MIG Funds - \$55,555.

**Criticality:** It is critical to award this contract to ensure that Great Lakes Central Railroad, Inc., assumes responsibility for paying back the balance of the loan granted under Contract (2000-0010).

**Purpose/Business Case:** This contract will transfer the rights and responsibilities of MIG under Contract (2000-0010) to Great Lakes Central Railroad, Inc.

**Benefit:** This contract will help to protect the state's investment in rail infrastructure by ensuring that Great Lakes Central Railroad, Inc., assumes responsibility for the repayment of the loan made under the original contract.

**Funding Source:** FY 2000 State Restricted Comprehensive Transportation Funds - \$500,000; MIG Funds - \$55,555.

**Commitment Level:** The original contract was paid on an actual cost basis; this contract provides the framework for the repayment of the existing loan.

**Risk Assessment:** If this contract is not approved and awarded, MDOT's ability to enforce the terms of Contract (2000-0010) could be compromised.

**Cost Reduction:** This contract will ensure that the balance of the loan will be repaid to the state and that the funds will become available for future loans under the MiRLAP Program.

**Selection:** N/A.

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

**Zip Code:** 48667.

16. HIGHWAYS -IDS Engineering Services

Authorization Revision (Z6/R2) under Contract (2005-0371) between MDOT and Wade Trim Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$98,686.93. The additional services will be for the survey and design modification for the proposed reconstruction of M-29 in Chesterfield Township, Macomb County. The additional services are needed because AT&T is unable to relocate the underground conduit by the start of construction. The original authorization provides for the performance of design services for the reconstruction of M-29 from I-94 to Baker Road in Chesterfield Township, Macomb County (CS 50072 - JN 45727C). The authorization term remains unchanged, April 12, 2006, through August 11, 2008. The revised authorization amount will be \$963,540.33. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** AT&T is unable to move its facility by the start of construction, which requires modification of the design plans. Approval of this revision will allow for the modification of design plans in an effort to avoid conflict and delaying the project. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of additional design services for the survey and design modification for the proposed reconstruction of M-29 in Chesterfield Township, Macomb County. In order to avoid delaying the project by one year, MDOT needs to modify the drainage design for the proposed roadway.

**Benefit:** Modification of the design of drainage will allow the project to be constructed as scheduled.

**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:** Failure to implement the design changes at this time would result in the project being delayed by one year and MDOT would risk losing federal funding for the construction of the road improvements.

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

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

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

**Zip Code:** 48047.

17. \*HIGHWAYS - Novation

Amendatory Contract (2006-0140/A1) between MDOT, Lichtenstein Consulting Engineers, Inc., and TranSystems Corporation of Michigan will provide for the reassignment of contract and authorization responsibilities for the indefinite delivery of services (IDS) contract and all authorizations issued under it from Lichtenstein Consulting Engineers, Inc., to TranSystems Corporation of Michigan. The reassignment is needed due to a recent acquisition. The original contract provides for professional services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract term remains unchanged, February 24, 2006, through February 23, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

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

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

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

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

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

**Risk Assessment:** Failure to approve this amendment will impact the performance of and payment for services for authorizations under this contract.

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

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

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

**Zip Code:** 48909.

18. HIGHWAYS - IDS Engineering Consultant Services

Authorization (Z10) under Contract (2006-0587) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of bridge project scoping for the development of repair recommendations for bridge structures within Oakland County and a portion of Wayne County, Metro Region (CSs 63900 and 77900 - JN 89428). The work items include site reviews, engineering analysis of field site review findings, and report preparation. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$209,952.40. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This project will provide for the scoping of structures within the Metro Region to determine bridge repair alternatives. Many of the structures are in poor condition and in need of rehabilitation. A detailed scope of work and a cost estimate are needed before approval can be given for the design for the rehabilitation of a structure. Traffic control for projects of this type is required prior to the winter months and prior to the following year's construction season. Therefore, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** This authorization will provide for the inspection of bridge structures within the Metro Region. An inspection is performed when scheduled inspection data shows poor structure condition and a detailed scope of work is needed to include the structure in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition of a bridge is assessed, a report is written that provides a detailed description of conditions, identifies necessary repairs, and gives a cost estimate for the rehabilitation work.

**Benefit:** This project will provide a clear understanding of the conditions of the structures and will give rehabilitation options for structures requiring immediate and/or future repairs. This will ensure continued in-service safety and proper management of the Metro Region bridge network.

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

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

**Risk Assessment:** If the services are not performed, the structures will continue to deteriorate, and emergency repairs or load restrictions may be required.

**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 project is for the inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

19. HIGHWAYS - IDS Engineering Consultant Services

Authorization (Z16) under Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for the performance of bridge project scoping for the development of repair recommendations for bridge structures within a portion of Wayne County, Metro Region (CS 82000 - JN 89429). The work items include site reviews, engineering analysis of field site review findings, and report preparation. The authorization will be in effect from the date of award through March 22, 2010. The authorization amount will be \$228,000. The contract term is March 23, 2007, through March 22, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This project will provide for the scoping of structures within the Metro Region to determine bridge repair alternatives. Many of the structures are in poor condition and in need of rehabilitation. A detailed scope of work and a cost estimate are needed before approval can be given for the design for the rehabilitation of a structure. Traffic control for projects of this type is required prior to the winter months and prior to the following year's construction season. Therefore, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** This authorization will provide for the inspection of bridge structures within the Metro Region. An inspection is performed when scheduled inspection data shows poor structure condition and a detailed scope of work is needed to include the structure in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition of a bridge is assessed, a report is written that provides a detailed description of conditions, identifies necessary repairs, and gives a cost estimate for the rehabilitation work.

**Benefit:** This project will provide a clear understanding of the conditions of the structures and will give rehabilitation options for structures requiring immediate and/or future repairs. This will ensure continued in-service safety and proper management of the Metro Region bridge network.

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

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

**Risk Assessment:** If the services are not performed, the structures will continue to deteriorate, and emergency repairs or load restrictions may be required.

**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 project is for the inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for the performance of traffic signal optimization for various corridors within Macomb County in the Metro Region (CS 50900 - JN 100642C). The work items include the coordination and hosting of progress meetings, review of data collection, engineering evaluations, timing optimization, final project documentation, and the development of a cost and benefit report. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$199,863.16. The contract term is October 2, 2007 through September 30, 2010. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** Signal optimization is a critical method of relieving congestion on roadways without facility expansion. Signal optimization results in traffic flow improvements, cost savings to motorists, reduced vehicle emissions, and reduced numbers of accidents along the corridors. Therefore, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** This project will provide for the development of an updated corridor signal progression plan with optimized traffic signal operations along each corridor. Timing permits will be produced and a follow-up analysis will be conducted. A safety analysis for each intersection will ensure that all aspects of crash improvement have been included, which will provide for a reduction in crash patterns within the corridors.

**Benefit:** The signal optimization will result in improved traffic flow in the corridors. This will result in reduced user delays and associated costs and a safer driving environment.

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

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

**Risk Assessment:** If this authorization is not approved, federal funding could be lost and traffic congestion and user delays could continue. The lack of signal progression has been shown to result in higher accident rates.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48075.

21. \*HIGHWAYS – Communications Services

Contract (2007-0859) between MDOT and McConnell Communications, Inc., will provide for as-needed communications services to be performed for the ongoing Ambassador Bridge Gateway Project within the project limits (along I-75 from Clark Street to Rosa Parks Boulevard and along I-96 from I-75 to Warren Avenue) in the city of Detroit, Wayne County (CS 82194 – JN 37795A). The work includes media relations, which may consist of crisis management, media monitoring, relationship building, and paid media buys. The contract will be in effect from the date of award through February 28, 2011. The contract amount will be \$449,170. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** These services will provide a means to reach out to the communities in the project area and address the concern that the metropolitan Detroit population has not been able to participate in this MDOT project. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** The communication services will provide for outreach to metropolitan Detroit communities. The consultant will facilitate meeting with community organizations and interested parties to encourage community participation, gain community input, and provide information about the project.

**Benefit:** Including all metropolitan communities in opportunities for project participation will allow community concerns to be addressed and will foster a greater understanding of the project. The communication services will also provide mitigation in the event that any misunderstandings or concerns develop.

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

**Commitment Level:** The unit costs are fixed.

**Risk Assessment:** Some metropolitan Detroit communities have voiced concerns about being excluded from participation in this project. Without these services, community concerns may not be addressed and an opportunity could be lost to foster a better understanding of the project within the Detroit communities and build trust.

**Cost Reduction:** Costs are on a unit price basis not to exceed the maximum contract amount.

**Selection:** Best value.

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

**Zip Code:** 48075.

22. HIGHWAYS - Participation for Preliminary Engineering Errors

Contract (2007-5536) between MDOT and DLZ Michigan, Inc., will provide for reimbursement by the consultant for extra work required for the rehabilitation of Structure S29 of 50061, which carries Hayes Road over Highway I-696 in the cities of Roseville and Warren, due to errors and omissions involved in the preparation of design plans.

Estimated Funds:

DLZ Michigan, Inc., Funds	<u>\$4,337.97</u>
Total Funds	<u>\$4,337.97</u>

BHO 50061 - 84824; Macomb County  
Redesign

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

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

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

**Funding Source:** 100% DLZ Michigan, Inc., Funds.

**Commitment Level:** 100% DLZ Michigan, Inc., Funds.

**Risk Assessment:** Without agreement, MDOT will not be able 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:** 48066.

23. 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

**Criticality:** Delaying this project could adversely affect the safety of motorists.

**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:** Without this contract, there would be a 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.

24. 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 device 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	\$ 0
Total Funds	<u>\$85,000</u>

STR 82099 – 101407; Wayne County  
 Railroad Force Account

**Criticality:** Delaying this project could adversely affect the safety of motorists.

**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:** Without this contract, there would be a 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.

25. HIGHWAYS - Participation for Preliminary Engineering Errors  
 Contract (2007-5648) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for reimbursement by the consultant for extra work required for the replacement of Structure S04-3 of 50061, which carries eastbound Highway I-94 over 12<sup>th</sup> Street in Texas Township, Kalamazoo County, due to errors and omissions involved in the preparation of design plans.

Estimated Funds:

Parsons Brinckerhoff Michigan, Inc., Funds	<u>\$48,739.56</u>
Total Funds	<u>\$48,739.56</u>

IM 39024 - 86174; Kalamazoo County  
 Redesign

**Criticality:** The consultant wishes to repay MDOT for design errors. Delay could result in the loss of repayment.  
**Purpose/Business Case:** To provide for reparations by the consultant for additional costs required for the completion of trunkline bridge replacement construction project.  
**Benefit:** Will provide for the consultant to reimburse MDOT for the costs of additional work needed to build the new structure in accordance with MDOT standards. The additional work was needed because of consultant design errors.  
**Funding Source:** Parsons Brinckerhoff Michigan, Inc., Funds.  
**Commitment Level:** 100% Parsons Brinckerhoff Michigan, Inc., Funds.  
**Risk Assessment:** Without agreement, MDOT will not be able 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:** 49024.

26. HIGHWAYS - Participation for Local Agency Construction Contract  
 Amendatory Contract (2007-5649) between MDOT and the City of East Jordan will provide for funding participation in the following improvements:

PART A

Sanitary sewer and watermain replacement work along Highway M-32 from structure B01 of 15051, which carries Highway M-32 over the South Arm of Lake Charlevoix, easterly to Third Street.

PART B

Placement of decorative sidewalk and streetlighting along Highway M-32 from structure B01 of 15051, which carries Highway M-32 over the South Arm of Lake Charlevoix, easterly to Third Street.

The purpose of this amendment is to remove preliminary engineering work from the contract since the City already has performed this work at its own expense. The cost of preliminary engineering was not included in the original estimate. Therefore, the estimated project cost and the distribution of payments remain unchanged.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 0	\$ 80,000	\$ 80,000
State Restricted Trunkline Funds	\$ 0	\$ 20,000	\$ 20,000
City of East Jordan Funds	<u>\$182,300</u>	<u>\$ 0</u>	<u>\$182,300</u>
Total Funds	<u>\$182,300</u>	<u>\$100,000</u>	<u>\$282,300</u>

BI06 15051 – 56932; STE 15051 – 86580; Charlevoix County  
 Amendment

**Criticality:** Delaying this amendment would keep MDOT from properly billing the City for its share of the project work.  
**Purpose/Business Case:** To remove preliminary engineering from the contract since the City already has performed this work at its own expense.  
**Benefit:** MDOT can correctly bill the City for the project work.

**Funding Source:** City of East Jordan funds for Part A; Federal Highway Administration Funds and State Trunkline and Bridge Construction funds for Part B.

**Commitment Level:** 100% City of East Jordan funds for Part A; 80% Federal and 20% State Trunkline funds for Part B, based on estimate.

**Risk Assessment:** Without the amendment, the City of East Jordan would be billed for work it had performed and funded.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 49272.

27. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2007-5661) between MDOT and the County of Wayne will provide for participation in the following improvements:

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

Dix Highway and Moran Avenue  
Dix Highway and Old Goddard Road  
Dix Highway and Gregory Avenue  
Dix Highway and London Avenue  
Dix Highway and Wesley Street

Estimated Funds:

Federal Highway Administration Funds	\$55,848
County of Wayne Funds	<u>\$13,962</u>
Total Funds	<u>\$69,810</u>

STH 82609 - 84965  
Local Force Account

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

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

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

**Funding Source:** Federal Surface Transportation Program Funds and County of Wayne Funds.

**Commitment Level:** 80% federal up to \$240,000 and the balance by the County of Wayne.

**Risk Assessment:** Without this contract, the County of Wayne cannot 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 traffic signal system.

**Zip Code:** 48122.

28. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2007-5671) between MDOT and the Alger County Road Commission will provide for participation in the following improvements:

Guardrail installation and slope restoration work along Sundell Road approximately 1.5 miles north of Highway M-94 and along Miller Road approximately 2000 feet east of Connors Road.

Estimated Funds:

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

STH 02609 - 86127  
 Local Force Account

**Criticality:** Delaying this project could result in the forfeiture of federal funding and adversely affect the safety of motorists.

**Purpose/Business Case:** To install guardrail to improve safety.

**Benefit:** Increased safety.

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49862.

29. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2007-5674) between MDOT and the Delta County Road Commission will provide for participation in the following improvements:

Permanent signing upgrading work along County Road 426 from County Road D-15 northerly to County Road E-12 and along County Road 521 from County Road 533 southeasterly to Highway M-35.

Estimated Funds:

Federal Highway Administration Funds	\$30,000
Delta County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$30,000</u>

STG 21610 - 101402  
 Local Force Account

**Criticality:** Delaying this project would adversely affect the safety of motorists.

**Purpose/Business Case:** To upgrade permanent signing to increase sign visibility.

**Benefit:** Increased safety.

**Funding Source:** Federal Surface Transportation Program Funds.

**Commitment Level:** 100% federal.

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

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

**Selection:** N/A.

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

**Zip Code:** 49829.

30. HIGHWAYS - Participation for Local Agency Contract  
Amendatory Contract (2007-5676) between MDOT and Michigan State University will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

PART A

The construction of West Auxiliary Road from Service Road southerly approximately 0.2 miles and Auxiliary Road from West Auxiliary Road easterly approximately 0.2 miles; watermain work along Farm Lane from Mt. Hope Road northerly approximately 0.51 miles; detention pond creation work at the intersection of Farm Lane and the railroad tracks of CSX Transportation, Inc. and at the intersection of Farm Lane and the railroad tracks of Canadian National Railway.

PART B

Sanitary sewer and storm sewer work along West Auxiliary Road from Service Road southerly approximately 0.2 miles.

PART C

Railroad shoo-fly grading work parallel to the tracks of the CSX Transportation, Inc., at Farm Lane and railroad shoo-fly grading work parallel to the tracks of the Canadian National Railway at Farm Lane.

The purpose of this amendment is to provide for a deposit of \$151,281, instead of a Local Jobs Today Program Loan, from Michigan State University for the PART C portion of the project. The deposit will be repaid to Michigan State University once the corresponding federal aid becomes available. The project cost remains the same.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>
Federal Highway Administration Funds	\$1,202,700	\$ 0
State Restricted Local Jobs Today Funds	\$ 300,700	\$ 0
Michigan State University Funds	\$ 0	\$738,700
Total Funds	<u>\$1,503,400</u>	<u>\$738,700</u>

	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$1,122,240	\$2,324,940
State Restricted Local Jobs Today Funds	\$ 280,560	\$ 581,260
Michigan State University Funds	\$ 0	\$ 738,700
Total Funds	<u>\$1,402,800</u>	<u>\$3,644,900</u>

TIP 33010 – 90268, HPSL 33010 - 90271; Ingham County  
Amendment

**Criticality:** Delaying this amendment would keep MDOT from properly charging Michigan State University for the federal aid not currently available for the Part C portion of the project.

**Purpose/Business Case:** To amend the original contract to allow Michigan State University to pay a deposit, instead of getting a Local Jobs Today Program Loan, for the federal aid not currently available for the Part C portion of the project.

**Benefit:** Will allow Michigan State University to save money by accounting for the federal aid not currently available for the Part C portion of the project by making a deposit, instead of accruing and paying interest using a loan.

**Funding Source:** Federal Transportation Improvements – SAFETEA LU Funds, Federal High Priority Project – SAFETEA LU Funds, State Local Jobs Today Funds, and Michigan State University Funds.

**Commitment Level:** 80% federal, 20% state for Parts A and C; 100% Michigan State University for Part B; based on estimate.

**Risk Assessment:** Without this amendment, MDOT cannot properly charge Michigan State University for the federal aid not currently available for the Part C portion of the project.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48825.

31. HIGHWAYS - Participation for Local Agency Construction Contract

Amendatory Contract (2007-5686) between MDOT and Western Michigan University will provide for funding participation in the following improvements:

Intersection reconstruction and realignment work at Oliver Street and Campus Services Drive, including construction of a free-flow roadway between Campus Services Drive and Western Oliver Street, reconstruction of portions of Campus Services Drive, abandonment of Oliver Street at Oakland Drive, and construction of a T intersection for Eastern Oliver Street at Campus Services Drive.

The purpose of this amendment is to renew contract and extend the contract term. The additional time is needed because a reduction in university funding necessitated a postponement of the project. Costs incurred between the expiration date of the original contract and the date of award of the amendment will not be eligible for reimbursement. The estimated project cost remains unchanged. No funding changes were made to the project.

Estimated Funds:

Michigan Institutional Roads Funds	\$250,000
Western Michigan University Funds	<u>\$ 0</u>
Total Funds	<u>\$250,000</u>

MIR 39997 – 84047; Kalamazoo County  
Amendment

**Criticality:** Delaying the project could result in increased future maintenance costs and could adversely affect the safety of pedestrians and motorists.

**Purpose/Business Case:** To renew the original contract and extend the contract term by two (2) years through October 31, 2009.

**Benefit:** Will provide the additional time needed for the University to complete the project work.

**Funding Source:** Michigan Institutional Roads Funds.

**Commitment Level:** 100% state up to \$250,000.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** Without the amendment, the project work cannot be completed as originally funded.  
**Cost Reduction:** N/A.  
**Selection:** N/A.  
**New Project Identification:** N/A.  
**Zip Code:** 49008.

32.-41. 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 date of award through either September 30, 2009, or September 30, 2010, depending on the expected date of availability of future federal aid. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 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>
32.	2007-7627	89552	City of Alpena	Reconstruction work along First Avenue from Chisholm Street (Highway US-23) to Water Street, along Second Avenue from Chisholm Street (Highway US-23) to Oldfield Street, along Third Avenue from Chisholm Street (Highway US-23) to Carter Street, along River Street from Third Avenue to Second Avenue, along Park Place from Second Avenue to First Avenue, along Water Street from Second Avenue to First Avenue, and along Carter Street from Third Avenue to Second Avenue	\$ 355,000
33.	2007-7642	101016	Houghton CRC	Substructure removal and riprap installation work for structure B01 of 31-03-23, which carries Sturgeon River Road over the Sturgeon River	\$ 75,168
34.	2007-7667	101036	Kent CRC	Resurfacing work along 60 <sup>th</sup> Street from Division Street to Eastern Avenue	\$ 539,825
35.	2007-7667	101037	Kent CRC	Resurfacing work along Eastern Avenue from 60 <sup>th</sup> Street to 68 <sup>th</sup> Street	\$ 539,825

\* Denotes a non-standard contract/amendment  
12/3/07

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
36.	2007-7667	101038	Kent CRC	Resurfacing work along 68 <sup>th</sup> Street from Plaster Creek to Hanna Lake Road	\$ 539,825
37.	2007-7672	89560	Branch CRC	Hot mix asphalt resurfacing work along West Garfield Avenue from North Fillmore Road to Sprague Road	\$ 315,705
38.	2007-7673	89550	City of Hancock	Hot mix asphalt resurfacing work along Ingot Street from Portage Drive to Second Street, along Finn Street from Summit Street to Road Street, along Ryan Street from Road Street to Quincy Street, along White Street from Shafter Street to Lincoln Street, along White Street from Tezcuco Street to Reservation Street, and along Reservation Street from White Street to Quincy Street	\$ 125,000
39.	2007-7675	89561	City of Houghton	Hot mix asphalt resurfacing work along MacInnes Drive from Upland Avenue to the Michigan Technological University Hockey Education Center driveway	\$ 125,000
40.	2007-7677	89572	City of Corunna	Reconstruction work along Corunna Avenue from Brady Street to Comstock Street	\$ 188,000
41.	2007-7678	89554	City of Belding	Hot mix asphalt resurfacing work along Morton Avenue from Ashfield Street to South York Street, along Ionia Street from Center Street to Liberty Street/Hanover Street, along Root Street from Reed Street to Kiddville Street, along North Broas Street from Congress Street to Gibson Street, along South Broas Street from State Road to Washington Street, along Reed Street from Root Street to North York Street, along Main Street from Bridge Street to Wilson Avenue, and along Washington Street from South Broas Street to Hanover Street	\$ 375,000

**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 associated construction of these transportation projects. Delaying these loans would delay the construction of the projects, thereby adversely affecting the goal of the LJT Program to stimulate the state's economy.

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

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

\* Denotes a non-standard contract/amendment

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48909.

42. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0007) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for as-needed office technician services to be performed for the Lansing Transportation Service Center (TSC). The work items include project file administration and the preparation and documentation of project records. The authorization will be in effect from the date of award through October 29, 2010. The authorization amount will be \$103,617.21. The contract term is October 30, 2007, through October 29, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The as-needed vendor office technician services will allow the Lansing TSC to fulfill construction oversight needs that are required to ensure that all federal and state guidelines are being met so federal funding is not jeopardized. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for as-needed office technician services to be performed for the Lansing TSC.

**Benefit:** Will provide for project file administration in accordance with state and federal standards, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

**Risk Assessment:** Failure to provide the services outlined could result in the program not being delivered in a timely manner, which would cause delays during construction, and could result in the loss of federal participation on these highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48910.

43. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0009) between MDOT and Tetra Tech of Michigan, P.C., will provide for design services to be performed for the rehabilitation of I-94 from Freer Road to Parker Road, Washtenaw County (CS 81104 - JN 84054C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, and pavement marking plans; performing surveys; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$451,653.30. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** This project is included in MDOT's Five Year Plan and must be completed to meet the six month advance plan completion date and letting date. 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 rehabilitation of I-94 from Freer Road to Parker Road, Washtenaw County.

**Benefit:** This service will improve pavement condition and drainage, enhance public safety, and provide 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:** Not approving this service would result in continued deterioration of the existing pavement, safety risks, long-term maintenance costs, and jeopardizing the strategy to improve the existing system and meet statewide condition goals.

**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:** 48118.

44. \*HIGHWAYS - Construction Engineering Services

Contract (2008-0044) between MDOT and BBF Engineering Services, P.C., will provide for as-needed construction engineering and inspection services to be performed for various road, bridge, and pump station rehabilitation projects. Construction engineering and project oversight are needed to ensure that the work performed by contractors meets the contract plans and specifications. The contract will be in effect from the date of award through December 31, 2009. The contract amount will be \$3,035,048.96. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** Construction engineering and project oversight services will ensure that the construction work meets contract plans and specifications and fulfills federal requirements. Failure to provide the services could result in inadequate project oversight and the loss of federal funds. As a result, this contract can not be deferred until a later State Administration Board agenda

**Purpose/Business Case:** To provide for the performance of construction engineering and inspection services for various road, bridge, and pump station rehabilitation projects.

**Benefit:** Will provide for the performance of construction engineering and inspection services, as required by federal law during construction. The services will ensure that all parts of the construction are up to current federal and MDOT standards and will result in high quality projects.

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

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

**Risk Assessment:** If the services are not provided, federal funding could be lost and the projects could lack adequate construction engineering and inspection services, which could result in substandard work.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48216.

45. HIGHWAYS - IDS Engineering Services  
 Contract (2008-0052) between MDOT and TranSystems Corporation of Michigan 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.
46. \*HIGHWAYS (Real Estate) - Decrease Leased Space and Rent Amount  
 Amendatory Contract (2008-0013/A1) between MDOT and Norman G. Jensen, Inc., will provide for a change in the room leased and a reduction in office space leased of approximately 196 square feet and will reduce the rental rate by \$7,938 per year accordingly. The original contract provides for MDOT to lease office space to Norman G. Jensen, Inc., for an annual lump sum of \$17,577 per year for ten years for rental of a Custom Broker Office at the Blue Water Bridge Plaza in Port Huron, Michigan. The placement of a customs brokerage office at the Blue Water Bridge Plaza provides for the accelerated processing of customs inspections for the commercial trucking industry. Norman G. Jensen, Inc., has requested a reduction in its customs brokerage operation and office space on the Blue Water Bridge Plaza. MDOT has identified a smaller replacement office available as of August 1, 2007. The contract term remains unchanged, July 1, 2001, through June 30, 2011. The revised rent amount will be \$9,639 per year, for a revised contract amount of approximately \$138,018.
- Criticality:** Approval of this amendment will allow for the reduction in the custom brokerage operation and office space, which will allow the business to continue to operate.  
**Purpose/Business Case:** The purpose of leasing MDOT office space to customs brokerage firms at the Blue Water Bridge international border crossing is to provide accelerated processing of customs inspections for the commercial trucking industry, thereby keeping traffic flowing across the bridge at a faster pace. The lease is revenue-producing.  
**Benefit:** The public benefits by the utilization of MDOT-owned available office space at the Blue Water Bridge Plaza in order to keep traffic moving across the bridge at a faster pace. MDOT benefits by receiving income generated revenue.  
**Funding Source:** The lease is revenue-generating.  
**Commitment Level:** Leases are appraised to determine fair market lease rates. The established lease rate is applied to the lease.  
**Risk Assessment:** If MDOT doesn't allow this firm to move to a smaller office space at the Blue Water Bridge international border crossing, the firm may have to close its office. If it were to move out entirely, revenue would be reduced to a greater extent than the reduction due to the leasing of a smaller space.  
**Cost Reduction:** The state does not accept less than fair market value lease values.  
**New Project Identification:** N/A.  
**Zip Code:** 48060.
47. HIGHWAYS (Real Estate) - IDS Real Estate Services  
 Contract (2008-0053) between MDOT and Todd & Associates, 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.

48. \*PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (95-0793/A11) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by one year to provide sufficient time for the completion of activities required to support the Incremental Train Control System (ITCS) implementation and the testing of the system, including the verification and validation (V & V) of the project needed to reduce anomalies and meet Federal Railroad Administration (FRA) standards. The original contract provides funding for the demonstration of a high-speed positive train control project on a segment of the federally-designated Detroit-Chicago High-Speed Rail Corridor. This project is undertaken in an effort to increase safety and decrease travel times on the High-Speed Rail Corridor. The revised contract term will be June 9, 1995, through December 31, 2008. The contract amount remains unchanged at \$39,758,349. Source of Funds: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds -\$4,461,000; and General Electric Transportation Systems Global Signaling (General Electric) Funds - \$4,916,569.

**Criticality:** The additional time is needed for the completion of the ITCS project. Considerable time and money have been spent on the construction and testing of the system, and the additional time will allow the parties to realize their investment. If the project is not completed, MDOT will not be allowed to increase train speeds to 110 miles per hour (mph), and the system will not be expanded.

**Purpose/Business Case:** To extend the contract term by one year in order complete the project and to pursue increased train speeds of 110 mph and create a viable rail transportation option for travelers.

**Benefit:** The additional time will allow further testing and will allow the ITCS to operate at its maximum capacity with equipment having a 20-year life span. The completion of the ITCS implementation, partnered by MDOT, Amtrak, General Electric, and the FRA, will provide Michigan with the second fastest rail corridor in the United States without costly pretesting. This system is the first of its kind and has the potential to revolutionize high-speed rail travel.

**Funding Source:** FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Funds - \$4,916,569.

**Commitment Level:** The grant amount remains unchanged.

**Risk Assessment:** If this amendment is not approved, the ITCS project will not be completed and implemented. The V & V segment must be completed to obtain FRA approval for train speeds of 110 mph.

**Cost Reduction:** A completed, validated, and FRA-approved ITCS system will dramatically reduce the per-mile cost for future installations of the positive control train system that will be required for train speeds in excess of 79 mph in other areas of Michigan. FRA approval of the system will eliminate costly pretesting for future expansions.

**Selection:** N/A.

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

**Zip Code:** 48909.

49. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (95-1697/A8) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by one year to provide sufficient time for Amtrak to complete the installation of Americans with Disabilities Act (ADA) compliant ticketing kiosks in Michigan and the necessary renovations to provide additional passenger ticketing/services at current stations. The installation of the ADA compliant ticketing kiosks was delayed while the problems with the interface between the hardware and the federally-mandated ADA software, which just became available in August 2007, were worked out. The original contract provides for the purchase and installation of the most current technology in automated ticketing and travel information display at various rail passenger stations along rail passenger routes in Michigan. Stations may include New Buffalo, St. Joseph, Bangor, Holland, Grand Rapids, East Lansing, Durand, Flint, Lapeer, Port Huron, Niles, Dowagiac, Kalamazoo, Battle Creek, Albion, Jackson, Ann Arbor, Dearborn, Detroit, Royal Oak, Birmingham, and Pontiac, Michigan. The revised contract term will be from October 9, 1995, through December 31, 2003, and from March 24, 2004, through December 23, 2008. The contract amount remains unchanged at \$500,000. Source of Funds: FY 1996 and FY 2004 State Restricted Comprehensive Transportation Funds - \$500,000.

**Criticality:** Approval of this amendment is critical to allow for the continued installation of recently updated ADA compliant ticket machines and to enhance passenger services at rail stations in Michigan.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for Amtrak to complete the necessary station renovations for ticketing services and to continue the installation of ADA compliant ticketing kiosks.

**Benefit:** Rail passengers will be able to access automated ticketing at several additional staffed and unstaffed stations. These machines will process passengers more quickly and will allow tickets to be purchased after hours. The new machines are able to accommodate debit cards and are ADA compliant. Some of the installations will be for the replacement of outdated equipment in West Michigan.

**Funding Source:** FY 1996 and FY 2004 State Restricted Comprehensive Transportation Funds - \$500,000.

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

**Risk Assessment:** If this amendment is not approved, the installation of ADA compliant ticketing kiosks will be delayed and the facilities/stations where automated ticketing is available will be limited.

**Cost Reduction:** There is no additional funding affiliated with this amendment.

**Selection:** N/A.

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

**Zip Code:** 48909.

50. \*PASSENGER TRANSPORTATION - Increase Scope, Extend Term

Amendatory Contract (99-0331/A3) between MDOT and the National Railroad Passenger Corporation (Amtrak) will expand the track area for the private grade crossing closure program and will extend the contract term by three years to provide sufficient time for Amtrak to eliminate the additional privately-owned grade crossings along the federally-designated Detroit-Chicago High-Speed Rail Corridor. The original contract provides state and federal funding for the removal of private highway/railroad grade crossings along Amtrak-owned right-of-way in Michigan. Federal regulations require that additional grade crossings be closed in order to allow train speeds to be increased to over 95 miles per hour (mph). Also, due to new ownership of the Kalamazoo to Ypsilanti section of track (now owned by Michigan Central), the private grade crossing closure program will be expanded into this new area beginning in 2008. This time extension will allow the closure program to continue unabated, which will ultimately allow increased speeds and decreased travel times for the corridor. A three-year time extension is requested because extensive time is needed to negotiate and finalize the closure agreements, including identifying property, to conduct title searches and surveys, and to provide for construction work necessary to provide property owners with alternative access to their properties, when required. The revised contract term will be July 13, 1999, through December 31, 2010. The contract amount remains unchanged at \$1,166,420. Source of Funds: Federal Highway Administration (FHWA) Funds - \$966,420; FY 2003 State Restricted Comprehensive Transportation Funds - \$200,000.

**Criticality:** Approval of this amendment is critical to the continuation of this federally required closure program, to the future of high-speed rail, and to the safety of Michigan citizens when using private crossings used by high-speed trains.

**Purpose/Business Case:** To extend the contract term by three years to provide sufficient time for Amtrak to expand the closing of private-grade crossings in Michigan required to meet federal regulations on the federally-designated high speed rail corridor between Detroit and Chicago.

**Benefit:** As more private grade crossings are eliminated, the current 95 mph train speed can be increased over greater distances. Federal Railroad Administration approval for 100 mph and 110 mph speeds is expected by 2008.

**Funding Source:** FHWA Funds - \$966,420; FY 2003 State Restricted Comprehensive Transportation Funds - \$200,000.

**Commitment Level:** This is an actual cost contract, based on estimated costs.

**Risk Assessment:** If this amendment is not approved and additional privately crossings are not closed, the areas for increasing train speeds above 95 mph will remain limited and federal funding may be lost.

**Cost Reduction:** The costs have been reviewed by MDOT's Intercity Passenger Unit and found to be justified in comparison to alternative high-speed programs. Cost reductions will also be realized at each location closed, as there will be no future costs for the installation of signals or maintenance.

**Selection:** N/A.

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

**Zip Code:** 48909.

51. PASSENGER TRANSPORTATION - Section 5313(b) Program

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will extend the authorization term by one year to provide sufficient time for the City to complete the comprehensive service analysis project. The additional time is needed because 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 authorization provides state matching funds for the City's FY 2005 Federal Section 5313(b) State Planning and Research Program grant. The revised authorization term will be February 10, 2005, through February 9, 2009. The authorization amount remains unchanged at \$100,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$80,000; City of Battle Creek Funds - \$20,000.

**Criticality:** This revision is critical to allow the agency to continue with the comprehensive service analysis, which is essential due to changing demographics and economic factors; the recommendations from this analysis will improve the effectiveness and responsiveness of public transit to the Battle Creek community.

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

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

**Funding Source:** FTA Funds - \$80,000; City of Battle Creek Funds - \$20,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49016.

52. \*PASSENGER TRANSPORTATION - Reassignment

Amendatory Contract (2004-0446/A1) between MDOT, the Cheboygan County Council on Aging, and the Cheboygan County Board of Commissioners will provide for the reassignment of two transit buses, contract funding in the amount of \$109,330, and administration responsibilities from the Cheboygan County Council on Aging to the Cheboygan County Board of Commissioners under Master Agreement (2007-0191/Z7). The Council is reducing transit service due to service expansion by Cheboygan County's Straits Regional Ride program and feels that the Board of Commissioners can provide the most efficient and effective transit services to the residents of the county. The original contract provides FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds and state matching funds for public transportation services in Cheboygan County. The contract term remains unchanged, from September 7, 2004, until the last obligation between the parties has been fulfilled. The revised contract amount will be \$12,500. Source of Funds: Federal Transit Administration (FTA) Funds - \$10,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$2,500.

**Criticality:** Operation of this service for the county's elderly and people with disabilities is being shifted from the Cheboygan County Council on Aging to the County Board of Commissioners. It is imperative that the vehicles being used for this service are reassigned to the appropriate agency.

**Purpose/Business Case:** To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Cheboygan County to the Cheboygan County Board of Commissioners.

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

**Funding Source:** FTA Funds - \$10,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$2,500.

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

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

**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:** 49721.

53. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2005-0023/A1) between MDOT and the Beaver Island Transportation Authority (BITA) will extend the contract term by one year to provide sufficient time for BITA to complete dock, vessel, and terminal projects. 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. As a result, BITA was not able to complete terminal projects during the 2007 summer season. Also, the vessel and dock projects cannot be completed until the Emerald Isle goes to dry dock in late fall 2007. The revised contract term will be February 3, 2005, through February 2, 2009. The contract amount remains unchanged at \$256,725. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$231,053; BITA Funds - \$25,672.

**Criticality:** Approval of this amendment is critical to provide sufficient time for BITA to complete terminal projects and to make dock and vessel repairs/upgrades after the ferry goes to dry dock. These repairs/upgrades have been deemed necessary by the U.S. Coast Guard. This process enhances the service of BITA and promotes safety for its customers.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for BITA to complete dock and boat repairs and terminal projects.

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

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$231,053; BITA Funds - \$25,672.

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

**Risk Assessment:** The risks of not approving this amendment are the possible loss of ferry service and non-compliance with federal standards.

**Cost Reduction:** Grant amount is determined by MDOT based on cost estimates.

**Selection:** N/A.

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

**Zip Code:** 49782.

54. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2006-0537/A1) between MDOT and the City of Troy 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 state funds for the development (planning) and design of a new intermodal transportation facility in Troy, Michigan. The City of Troy and the City of Birmingham have formed a partnership to relocate the current passenger rail stop in Birmingham to a new location in Troy. The revised contract term will be from September 11, 2006, through December 30, 2008. The contract amount remains unchanged at \$350,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$350,000.

**Criticality:** Approval of this amendment is critical to allow the City's consultant sufficient time to complete the development and design phase of a new intermodal transportation facility to be located in Troy. Construction must begin on the allocated property by 2010 or the property will revert back to the developer.

**Purpose/Business Case:** To provide additional time for the City to complete the development (planning) and design of a new intermodal transportation facility to be located in Troy.

**Benefit:** The new facility in Troy will serve as a station stop and will connect local transit with train passengers. This facility will also provide passengers with an indoor waiting area and adequate parking.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$350,000.

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

**Risk Assessment:** The risk of not approving this amendment is that the construction phase will be held up and the property lost. The development/design phase must be completed in order to move to the construction phase. Construction must begin on the allocated property by 2010 or the property will revert back to the developer.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48084.

55.- PASSENGER TRANSPORTATION - Section 5311 Operating Assistance Program

120. The following project authorizations issued under master agreements between MDOT and the following agencies will provide FY 2008 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds for nonurban public transportation services. The project authorization for Eaton County Transportation Authority includes \$321,228 of FY 2007 Federal Section 5311 funds for nonurban public transportation services. Payment to the local agencies will not exceed 16 percent of their final eligible expenses. The funding is 100 percent Federal Transit Administration (FTA) funds; state funds are not required. The authorizations will be in effect from October 1, 2007, through September 30, 2008. The project authorizations are retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from SAB retroactive contract policy. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FTA Funds - \$12,471,369.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Total</u>
55.	2007-0156/Z3	Adrian, City of	\$ 66,139
56.	2007-0157/Z8	Allegan County Board of Commissioners	\$135,062
57.	2007-0158/Z2	Alma, City of	\$ 78,446
58.	2007-0159/Z6	ALTRAN Transit Authority (Alger County)	\$115,365
59.	2007-0162/Z7	Ann Arbor Transportation Authority	\$182,544
60.	2007-0163/Z4	Antrim County Board of Commissioners	\$113,792
61.	2007-0168/Z3	Barry County Board of Commissioners	\$130,505
62.	2007-0170/Z4	Bay Area Transportation Authority (Grand Traverse County)	\$879,479
63.	2007-0171/Z7	Bay Metropolitan Transportation Authority (Arenac County)	\$ 84,957
64.	2007-0171/Z8	Bay Metropolitan Transportation Authority (Bay County)	\$483,345
65.	2007-0173/Z2	Belding, City of	\$ 37,394
66.	2007-0175/Z3	Benzie Transportation Authority	\$261,846
67.	2007-0176/Z5	Berrien County Board of Commissioners	\$200,000
68.	2007-0177/Z2	Big Rapids, City of	\$ 62,096
69.	2007-0178/Z5	Blue Water Area Transportation Commission (St. Clair County)	\$448,750
70.	2007-0179/Z5	Branch Area Transit Authority	\$222,988
71.	2007-0183/Z3	Cadillac/Wexford Transit Authority	\$290,320
72.	2007-0185/Z7	Capital Area Transportation Authority (Ingham County)	\$208,314
73.	2007-0187/Z3	Caro Transit Authority	\$136,169
74.	2007-0188/Z3	Cass County Transportation Authority	\$ 90,064
75.	2007-0190/Z2	Charlevoix County Board of Commissioners	\$168,512
76.	2007-0191/Z6	Cheboygan County Board of Commissioners	\$140,768
77.	2007-0193/Z4	Clare County Board of Commissioners	\$206,216
78.	2007-0195/Z3	Clinton Area Transit System	\$200,560
79.	2007-0198/Z3	Crawford County Transportation Authority	\$243,828
80.	2007-0199/Z4	Delta Area Transit Authority	\$146,727
81.	2007-0203/Z3	Dowagiac, City of	\$ 31,756
82.	2007-0204/Z6	Eastern Upper Peninsula Transportation Authority (Chippewa County)	\$ 76,328
83.	2007-0205/Z3	Eaton County Transportation Authority	\$394,800
84.	2007-0211/Z4	Gladwin County Board of Commissioners	\$207,443
85.	2007-0212/Z3	Gogebic County Transit	\$ 70,886
86.	2007-0216/Z6	Greater Lapeer Transportation Authority	\$259,125
87.	2007-0217/Z3	Greenville, City of	\$ 64,000
88.	2007-0223/Z3	Hillsdale, City of	\$ 72,000
89.	2007-0226/Z4	Houghton, City of	\$ 61,920
90.	2007-0227/Z3	Huron County Board of Commissioners	\$242,280
91.	2007-0229/Z3	Interurban Transit Authority (Allegan County)	\$ 96,428
92.	2007-0231/Z6	Ionia, City of	\$ 86,440
93.	2007-0233/Z3	Iosco County Board of Commissioners	\$ 56,352
94.	2007-0235/Z3	Isabella County Transportation Commission	\$634,152
95.	2007-0236/Z5	Jackson Transportation Authority, City of	\$198,630
96.	2007-0239/Z7	Kalamazoo, City of	\$374,240

\* Denotes a non-standard contract/amendment

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Total</u>
97.	2007-0240/Z3	Kalkaska Public Transit Authority	\$126,400
98.	2007-0243/Z7	Lenawee County Board of Commissioners	\$ 71,176
99.	2007-0246/Z4	Ludington Mass Transportation Authority	\$207,824
100.	2007-0250/Z3	Manistee County Board of Commissioners	\$214,400
101.	2007-0252/Z7	Marquette County Transit Authority	\$402,945
102.	2007-0253/Z4	Marshall, City of	\$ 66,380
103.	2007-0254/Z8	Mass Transportation Authority (Genesee County)	\$276,442
104.	2007-0257/Z5	Mecosta Osceola Transit Authority	\$ 80,496
105.	2007-0259/Z2	Midland, City of	\$260,972
106.	2007-0260/Z3	Midland County Board of Commissioners	\$277,457
107.	2007-0273/Z3	Ogemaw County Board of Commissioners	\$ 77,268
108.	2007-0274/Z3	Ontonagon County Board of Commissioners	\$ 93,764
109.	2007-0276/Z2	Otsego County Board of Commissioners	\$226,664
110.	2007-0282/Z4	Roscommon County Transportation Authority	\$275,151
111.	2007-0284/Z5	Saginaw Transit Authority Regional Services	\$ 41,483
112.	2007-0285/Z3	Sanilac County Board of Commissioners	\$174,320
113.	2007-0287/Z4	Sault Ste. Marie, City of	\$ 65,336
114.	2007-0288/Z3	Schoolcraft County Board of Commissioners	\$ 73,600
115.	2007-0290/Z6	Shiawassee Area Transportation Agency	\$145,219
116.	2007-0292/Z7	St. Joseph County Transportation Authority	\$144,283
117.	2007-0294/Z10	Suburban Mobility Authority for Regional Transportation (Wayne County)	\$163,646
118.	2007-0295/Z7	Thunder Bay Transportation Authority	\$337,008
119.	2007-0299/Z4	Van Buren County Board of Commissioners	\$188,054
120.	2007-0302/Z5	Yates Township	\$220,115

**Criticality:** Approval of these authorizations is critical to secure federal operating assistance funds for continued bus transit service.

**Purpose/Business Case:** To provide FY 2008 Federal Section 5311 Operating Assistance funds for nonurban public transportation services.

**Benefit:** The federal funds help to support the level of public transportation provided in these nonurban areas.

**Funding Source:** FTA Funds - \$12,471,369.

**Commitment Level:** Authorization amounts are based on cost estimates.

**Risk Assessment:** If the authorizations are not approved, federal funding may be lost and the needed transit services may not be provided.

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

**Selection:** N/A.

**New Project Identification:** Provides for continuation of this operating assistance program for FY 2008.

**Zip Code:** 48909.

121.- PASSENGER TRANSPORTATION - Section 5316 Program

138. The following project authorizations issued under master agreements between MDOT and the following agencies will provide federal and state matching funds under the FY 2008 Federal Section 5316 Job Access/Reverse Commute Program for the transportation of welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The total amount of the authorizations will be \$1,008,329. The authorizations will be in effect from October 1, 2007, through September 30, 2008. The authorizations are retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$592,402; FY 2008 State Restricted Comprehensive Transportation Funds - \$415,927.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Total</u>
121.	2007-0157/Z9	Allegan County Board of Commissioners	\$ 82,000
122.	2007-0171/Z9	Bay Metropolitan Transportation Authority	\$ 40,094
123.	2007-0179/Z6	Branch Area Transit Authority	\$ 27,500
124.	2007-0185/Z8	Capital Area Transportation Authority	\$ 45,000
125.	2007-0195/Z4	Clinton Area Transit System	\$ 28,350
126.	2007-0204/Z7	Eastern Upper Peninsula Transportation Authority	\$ 45,600
127.	2007-0231/Z7	Ionia, City of	\$ 62,400
128.	2007-0235/Z4	Isabella County Transportation Commission	\$ 31,200
129.	2007-0243/Z8	Lenawee County Board of Commissioners	\$ 28,840
130.	2007-0248/Z4	Mackinac County Board of Commissioners	\$ 52,222
131.	2007-0257/Z6	Mecosta Osceola Transit Authority	\$ 39,170
132.	2007-0278/Z3	Pioneer Resources	\$135,000
133.	2007-0284/Z6	Saginaw Transit Authority Regional Services	\$ 98,752
134.	2007-0287/Z5	Sault Ste. Marie, City of	\$ 43,156
135.	2007-0290/Z7	Shiawassee Area Transportation Agency	\$ 59,592
136.	2007-0295/Z8	Thunder Bay Transportation Authority	\$ 43,828
137.	2007-0301/Z1	Western-Washtenaw Area Value Express	\$ 60,000
138.	2007-0302/Z6	Yates Township	\$ 85,625

**Criticality:** Approval of these authorizations is critical to allow the transit agencies to continue to provide transportation to work services for low-income individuals in order to spur economic development and job creation/retention.

**Purpose/Business Case:** To provide federal and state matching funds for the FY 2008 Federal Section 5316 Job Access/Reverse Commute Program grant for transportation to work services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

**Benefit:** Increased public transportation services.

**Funding Source:** FTA Funds - \$592,402; FY 2008 State Restricted Comprehensive Transportation Funds - \$415,927.

**Commitment Level:** Authorization amounts are based on cost estimates.

**Risk Assessment:** If these authorizations are not approved, federal funds may be lost and the needed transportation to work services may not be provided.

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

**Selection:** N/A.

**New Project Identification:** Provides for continuation of this program for FY 2008.

**Zip Code:** 48909.

139.- PASSENGER TRANSPORTATION - Section 5316 Program

143. The following project authorizations issued under master agreements between MDOT and the following agencies will provide federal and state matching funds under the FY 2008 Federal Section 5316 Job Access/Reverse Commute Program grant for the transportation of welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The total amount of the authorizations will be \$1,736,284. The authorizations will be in effect from October 1, 2007, through September 30, 2008. The authorizations are retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The term of the master agreement for the People's Express will be from October 1, 2007, until the last obligation between the parties has been fulfilled. The People's Express master agreement will include authorizations for program years FY 2008 through FY 2011. The terms of the remaining master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$911,132; FY 2008 State Restricted Comprehensive Transportation Funds - \$825,152.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Total</u>
139.	2007-0159/Z7	ALTRAN Transit Authority (Alger County)	\$119,270
140.	2007-0178/Z6	Blue Water Area Transportation Commission	\$920,744
141.	2007-0236/Z6	City of Jackson Transportation Authority	\$224,864
142.	2007-0294/Z11	Suburban Mobility Authority for Regional Transportation	\$297,354
143.	2008-0046/Z1	People's Express	\$174,052

**Criticality:** Approval of these authorizations is critical to allow the transit agencies to continue to provide transportation to work services for low-income individuals in order to spur economic development and job creation/retention.

**Purpose/Business Case:** To provide federal and state matching funds for the FY 2008 Federal Section 5316 Job Access/Reverse Commute Program grant for transportation to work services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

**Benefit:** Increased public transportation services.

**Funding Source:** FTA Funds - \$911,132; FY 2008 State Restricted Comprehensive Transportation Funds - \$825,152.

**Commitment Level:** Authorization amounts are based on cost estimates.

**Risk Assessment:** If these authorizations are not approved, federal funds may be lost and the needed transportation to work services may not be provided.

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

**Selection:** N/A.

**New Project Identification:** Provides for continuation of this program for FY 2008.

**Zip Code:** 48909.

144. PASSENGER TRANSPORTATION - Section 5310 Program

Project Authorization (Z7) under Master Agreement (2007-0191) between MDOT and the Cheboygan County Board of Commissioners will provide for the reassignment of project equipment and administration responsibilities originally processed under Contract (2004-0446) from the Cheboygan County Council on Aging to the Cheboygan County Board of Commissioners. The Council is reducing transit service due to service expansion by Cheboygan County's Straits Regional Ride program and feels that the Board can provide the most efficient and effective transit services to the residents of the county. The authorization will provide state matching funds for the Board's FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of two buses. The authorization will be in effect from the date of award through December 31, 2008. The authorization amount will be \$109,330. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$87,464; FY 2002 State Restricted Comprehensive Transportation Funds - \$21,866.

**Criticality:** Approval of this authorization is critical because operation of this service for the county's elderly and people with disabilities is being shifted from the Cheboygan County Council on Aging to the Cheboygan County Board of Commissioners. It is imperative that the vehicles being used for this service are reassigned to the appropriate agency.

**Purpose/Business Case:** To provide state matching funds for the Commission's FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of buses.

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

**Funding Source:** FTA Funds - \$87,464; FY 2002 State Restricted Comprehensive Transportation Funds - \$21,866.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49423.

145. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z3/R1) under Master Agreement (2007-0257) between MDOT and the Mecosta Osceola Transit Authority (MOTA) will add a new line item for bus rehabilitation/maintenance and will transfer \$30,050 from the facility improvements (fencing) line item to fund the new line item. This revision will allow MOTA to convert the propane engine of a bus to a lower maintenance diesel engine, which will extend the life of the bus for two additional years. The original authorization provides state matching funds for MOTA's FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization amount remains unchanged at \$31,250. The term of the authorization remains unchanged, September 12, 2007, through September 11, 2010. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$25,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$6,250.

**Criticality:** Approval of this amendment will allow MOTA to convert a high maintenance bus (with a propane engine) that has not met its useful life to a low maintenance bus (with a diesel engine). This will extend the useful life of the bus by two years and will enhance services for the transit agency and its customers.

**Purpose/Business Case:** To add a line item for bus rehabilitation/maintenance and to transfer \$30,050 from the facility improvements line item to fund the new item.

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

**Funding Source:** FTA Funds - \$25,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$6,250.

**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:** 49307.

146. \*PASSENGER TRANSPORTATION - Novation

Amendatory Contract (2007-0481/A1) between MDOT, the City of Bangor, and the Macatawa Area Coordinating Council (MACC) will provide for the reassignment of contract responsibilities for the development and implementation of the FY 2008 marketing plan from the City of Bangor to MACC. The original contract provides funding for a local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago). The contract is being reassigned because the City of Bangor's manager is new, unfamiliar with the program, and unable to adequately administer the contract. As a result, all parties have agreed that MACC is in a better position to implement the marketing plan to ensure that the best interests of the station communities in West Michigan are met. MACC is acting as an agent for Westrain Collaborative, an organization comprised of representatives from West Michigan communities collectively engaged in the promotion of rail passenger service in West Michigan. The contract term remains unchanged, July 6, 2007, through September 30, 2008. The contract amount remains unchanged at \$111,111. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$100,000; City of Bangor Funds - \$11,111.

**Criticality:** Approval of this amendment will allow MACC to implement the FY 2008 marketing plan. Marketing has a strong impact on rail passenger ridership. In order to secure the revenues associated with strong ridership, the marketing plan must begin as soon as possible. MACC is familiar with the marketing of passenger rail services.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities for the implementation of the FY 2008 local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago) from the City of Bangor to MACC.

**Benefit:** MACC has experience with the rail passenger marketing program and is a member of the Westrain Collaborative. The City of Bangor can no longer commit to implementing the FY 2008 marketing plan for passenger rail.

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

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

**Risk Assessment:** The risk of not approving this amendment is the loss of the marketing program for rail passenger services in West Michigan, which could result in lower ridership. Lower ridership would negatively affect revenue and creating the need for an increased operating subsidy.

**Cost Reduction:** The Westrain Collaborative has received a minimal increase in state funds for marketing since FY 1998.

**Selection:** N/A.

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

**Zip Code:** 49494.

147. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2005-0458/A2) between MDOT and T-Concepts Corp. will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the required final documentation for the project. The additional time is needed because the project was delayed in response to the 2007 Executive Directives and budget restrictions. The original contract provides for the development of a systems-level tool that will support planning, project development, and the Metro Region's operational analysis in an effort to improve the mobility of the Southeast Michigan metropolitan freeway system. The revised contract term will be August 18, 2005, through April 2, 2008. The contract amount remains unchanged at \$851,637.20. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** It is critical for MDOT to receive documentation of all work completed on this project. This time extension will provide sufficient time for the vendor to document all actions and provide a final report to MDOT.

**Purpose/Business Case:** The amendment will allow the final documentation to be completed and the final report to be submitted to MDOT. The original contract provides for the development of a systems-level tool that will support mobility improvement of the metropolitan freeway system in Southeast Michigan. If the tool is successfully developed, MDOT may consider using this as a template as a model for the entire freeway network of Southeast Michigan and other urbanized areas around the state.

**Benefit:** MDOT will receive the final report and the project will be fully documented.

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

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

**Risk Assessment:** If this amendment is not approved, the documentation will not be completed and MDOT will not receive the final report.

**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 services.

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

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

**Zip Code:** 48909.

148. TRANSPORTATION PLANNING - IDS University Research Services

Authorization Revision (Z4/R1) under Contract (2007-0339) between MDOT and Michigan Technological University (MTU) will add two new tasks, will remove three existing tasks, and will extend the contract term by one year to provide sufficient time for MTU to complete the services. The additional tasks will include the analysis and correction of problems with the MDOT crash typing algorithm and the development of a new algorithm for establishing MDOT crash types. Three of the original tasks will be removed due to changing MDOT needs. The original contract provides for the development of RoadSoft safety module enhancements. The revised contract term will be February 7, 2007, through December 31, 2008. The contract amount remains unchanged at \$267,240. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** This revision will provide for the continued development of improved crash typing information for the RoadSoft safety module. The development of improved crash typing will greatly improve the ability of local agencies and MDOT staff to address safety issues when conducting safety analyses. RoadSoft is provided to local agencies in support of their system management efforts.

**Purpose/Business Case:** The additional tasks will serve to continue the work initiated in Task Two of the original authorization for the analysis and correction of problems with the crash database and to implement some of the identified opportunities. MTU will continue to work on mechanisms to make the highway crash data information easier for RoadSoft users to use. The changes will lessen the time and effort required to conduct safety analyses. MDOT furnishes crash data to local agencies as part of the RoadSoft toolset.

\* Denotes a non-standard contract/amendment

**Benefit:** Will help to improve intersection safety and will fulfill MDOT's fiduciary responsibility under federal law for the management of the federal aid system. This is also a critical element in the ongoing partnership between MDOT and the local agencies to institute safety management on a statewide basis.

**Funding Source:** 100% Federal Highway Administration Funds (Safety Incentive Grants for the Use of Seat Belts).

**Commitment Level:** There is no increase to the original fixed amount.

**Risk Assessment:** Without improved tools for analyzing crashes, the needed safety improvements may not be identified as quickly or as cost effectively.

**Cost Reduction:** The cost was reviewed by MDOT personnel for appropriateness and further cost reductions. Improved crash typing will reduce the costs of identifying safety projects.

**Selection:** N/A.

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

**Zip Code:** 48909.

149. TRANSPORTATION PLANNING - IDS University Research Services

Authorization (Z6) under Contract (2007-0339) between MDOT and Michigan Technological University (MTU) will provide for the ongoing maintenance and development of pavement management software (RoadSoft) used by local units of government. A pavement management system allows an engineer to determine the best fix to apply to a road to ensure the maximum useful life of that road. The authorization will be in effect from January 1, 2008, through December 31, 2008. The authorization amount will be \$690,140.86. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** It is critical to continue the development of RoadSoft for the overall maintenance of the federal aid system in Michigan. RoadSoft, a pavement management system, is a critical tool for managing current road conditions and projecting changes. Federal regulations require MDOT to ensure that projects on the federal aid system are properly maintained, regardless of who owns the road. RoadSoft is available to local agencies at no cost. If RoadSoft isn't developed and made available to local agencies, MDOT could be required to purchase or provide funding for other types of pavement management systems for local agency use under the Headlee Amendment.

**Purpose/Business Case:** To provide for the ongoing development and maintenance of RoadSoft. MDOT's participation in the development and maintenance of this software is a crucial, auditable part of maintaining MDOT's fiduciary responsibility under 23 CFR 1, Section 27. MDOT's participation in this project is also crucial to its partnership with local road agencies in the development of a statewide asset management process, as required by Public Act 499 of 2002.

**Benefit:** Will fulfill MDOT's fiduciary responsibility under federal law for the maintenance of the federal aid system. This is also a critical element in the ongoing partnership between MDOT and the local road agencies to institute asset management on a statewide basis. This tool will provide for better decision-making.

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

**Commitment Level:** The authorization is for a fixed amount not to exceed \$690,140.86.

**Risk Assessment:** If the authorization is not approved, ongoing development will cease, and enhanced functionality will not be added to the software. This could cause problems for the local road agencies, as requested functionalities will not be built into the system.

**Cost Reduction:** The proposed cost for 2008 is higher than the 2006 cost due to additional functionality and a new approved benefit rate by the federal cognizant agency.

**Selection:** N/A.

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

**Zip Code:** 49931.

150. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2007-0493/A1) between MDOT and LSL Planning, Inc., will extend the contract term by three months to provide sufficient time for the consultant to present the Washtenaw County Access Management Plan and ordinances to each of four local agency boards for their approval in January and February 2008. The additional time is needed because award of the original contract was delayed due to cost containment measures instituted in response to budget shortfalls in the state. The original contract provides for the development of and seeking of adoption for a comprehensive corridor access management plan for the I-94 business loop/US-23 business route/M-17/US-12 business route corridor in Washtenaw County. The revised contract term will be May 2, 2007, through March 31, 2008. The contract amount remains unchanged at \$84,981.35. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The approval of the access management plan and the passing of the ordinances by all partner agencies are crucial parts of the access management study. This amendment will allow the consultant to present the Washtenaw County Access Management Plan and the ordinances to each of four local agency boards for their approval in January and February 2008. The four agencies include the cities of Ann Arbor and Ypsilanti and the charter townships of Pittsfield and Ypsilanti. Each local community is represented by its own technical staff on the Washtenaw County Access Management Plan's steering committee, which will disband when the contract expires. Local approval is most likely while the technical staff is active on the steering committee.

**Purpose/Business Case:** To extend the contract term to provide sufficient time for the consultant to obtain approval of the access management plan from the four partner agencies.

**Benefit:** Extending the contract term will allow MDOT to secure local community board approvals using the expertise of the consultant, who is best qualified to present the plan and respond to questions. Interagency cooperation between these communities and MDOT, along with the formal acceptance of the access management plan, will unite the local land use process with the access permit process, extend the life of the state trunkline, and improve safety for motorists, bicyclists, pedestrians, and transit users.

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

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

**Risk Assessment:** The risks of not extending the contract term include the loss of consultant expertise to present and seek approval at the local agency board committee meetings. Failure to secure approval from any one of the agencies would compromise MDOT's ability to implement the recommendations of the access management plan and could compromise the safety of motorists, bicyclists, pedestrians, and transit users.

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

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

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

**Zip Code:** 48103, 48104, 48197, 48198, 48188, and 48111.

**SUBCONTRACTS**

151.	<b>City of Walker 4243 Remembrance Road Walker, MI 49534</b>	<b>Low Bid: Optional 1<sup>st</sup> Year: Optional 2<sup>nd</sup> Year:</b>	<b>\$100,000 \$100,000 \$100,000</b>
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**Description of Work: Snow Removal**

Approval is requested to authorize the Kent County Road Commission to award a subcontract for snow removal during periods of heavy or prolonged snowfall on the state trunkline system within Kent County for the 2007-2008 winter season. Work will be reimbursed based on actual costs incurred, including the current 40 percent fringe rate and 7 percent overhead rate. Kent County will not charge administrative fees to process the city's bills. Services will be secured on an as-needed basis when there is heavy or prolonged snow fall that exceeds Kent County's resources. The City of Walker has the required equipment and resources to do the work if immediate backup is needed. This contract will allow the County to meet the Priority 1 and Priority II levels of service required by MDOT. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the roadways will become hazardous. During periods of heavy or prolonged snowfall, snow can build up quickly on roadways. If the roads are not cleared often enough, they can become impassible. These conditions can lead to increases in motor vehicle accidents on roadways.

**Purpose/Business Case:** To provide for snow removal during periods of heavy or prolonged snowfall on the state trunkline system within Kent County for the 2007-2008 winter season.

**Benefit:** Will provide for safer highways.

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

**Commitment Level:** This contract was not advertised because it is a local governmental agency. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If the snow removal services are not performed, the roadways could become hazardous during periods of heavy or prolonged snowfall.

**Cost Reduction:** The project was awarded to a local governmental agency.

**Selection:** N/A.

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

**Zip Code:** 49534.

**TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS**

152. M-26 at Sharon Avenue, City of Houghton, Houghton County  
31012-01-006

	<u>Estimated Installation Cost</u>
FHWA Funds	\$ 35,095
Total	\$ 35,095

153. M-37 (Alpine Avenue) at North Center Drive, Old Orchard Drive, City of Walker, Kent County  
41033-01-025

	<u>Estimated Installation Cost</u>
FHWA Funds	\$ 63,771
Total	\$ 63,771

\* Denotes a non-standard contract/amendment

154.	<u>M-59 (Huron Street) at Johnson Avenue, City of Pontiac, Oakland County</u> 63041-01-005	<u>Estimated Installation Cost</u>
	FHWA Funds	\$ 108,647
	Total	<u>\$ 108,647</u>
155.	<u>Old M-59 (Auburn Road) at Culbertson Avenue, City of Rochester Hills, Oakland County</u> 63042-04-016	<u>Estimated Installation Cost</u>
	City of Rochester Hills Funds	\$ 2,627
	State Restricted Trunkline Funds	\$ 2,628
	FHWA Funds	<u>\$ 32,842</u>
	Total	<u>\$ 38,097</u>
156.	<u>US-31 at Port Sheldon Street, Olive Township, Ottawa County</u> 70013-01-003	<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$ 93,514</u>
	Total	<u>\$ 93,514</u>
157.	<u>M-46 (Gratiot Road) at Fordney Fire Station, City of Saginaw, Saginaw County</u> 73062-08-018	<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$ 33,302</u>
	Total	<u>\$ 33,302</u>

**Criticality:** Approval of these agreements is needed to collect money due the State of Michigan.

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

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

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

**Commitment Level:** Costs as shown on the individual cost agreement for the duration of the installation operation.

**Risk Assessment:** Loss of local participation funding for installation operation.

**Cost Reduction:** Fixed costs as shown on the cost agreement.

**Selection:** N/A.

**New Project Identification:** Installation/modernization of electronic devices.

**Zip Code:** 49921, 49534, 48342, 48309, 49424, 48601.

**EXTRAS**

158. **Extra 2007 - 178**

Control Section/Job Number: 18555-78973 Local Agency Project

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

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras and has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: M & M Excavating Co., Inc.  
17 Old State Road  
Gaylord, MI 49735

Designed By: Wilcox Professional Services, LLC  
Engineer's Estimate: \$1,653,650.10

Description of Project:

2.06 miles of hot mix asphalt road reconstruction including pavement removal, peat excavation, swamp backfill, and drainage improvements on Clare Avenue from Colonville Road northerly to Beaverton Road and on Surrey Road at the Clare Avenue intersection, Clare County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	March 20, 2007	
Original Contract Amount:	\$1,544,960.44	
Total of Overruns/Changes (Approved to Date):	79,640.09	+ 5.15%
Total of Extras/Adjustments (Approved to Date):	44,099.40	+ 2.85%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>303,871.28</u></b>	<b><u>+ 19.67%</u></b>
<b>Revised Total</b>	<b><u>\$1,972,571.21</u></b>	<b>+ 27.67%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.00% over the original budget for an **Authorized to Date Amount** of \$1,668,699.93.

Approval of this extra will place the authorized status of the contract 27.67% or \$427,610.77 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**

Geogrid Reinforced Pavement Section

9.500 Sta @ \$31,986.45/Sta

\$303,871.28**Total****\$303,871.28****Reason(s) for Extra(s)/Adjustment(s):****CM 3**

The project was set up to include areas of peat excavation using the various methods described in the standard details. Once construction started, an additional area was found that had peat materials in it that runs approximately 1000 feet along Clare Avenue. Once the area was found, additional soil borings were completed to determine the extent of the peat. From these soil borings it was determined that method A would be the most likely method used to remove the peat.

Further review of the soil borings indicated that the peat was intermittent and varied widely in thickness. From this information, it was determined that the method A removal would not be feasible. It was decided that a geogrid should be used to stabilize the area. The cross section was changed to include three underdrain lines, a layer of geotextile, followed by a layer of geogrid. This would then be covered by a 6A stone, another layer of geogrid, and a 21AA aggregate material. This extra is partially offset by a reduction in original bid items on contract modification 2 totaling \$24,406.50. The extra cost for Geogrid Reinforced Pavement Section was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the similar individual items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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, 58%; State Restricted Trunkline, 21%; Clare County, 21%.

**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:** 48617.

159. **Extra 2007 - 179**

Control Section/Job Number: 73171-75246 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: 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:11	October 03, 2006	
Original Contract Amount:	\$49,944,782.37	
Total of Overruns/Changes (Approved to Date):	(\$5,733,004.23)	- 11.48%
Total of Extras/Adjustments (Approved to Date):	5,015,717.93	+ 10.04%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>42,112.50</u></b>	<b><u>+ 0.08%</u></b>
<b>Revised Total</b>	<b><u>\$49,269,608.57</u></b>	<b>- 1.36%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.44% under the original budget for an **Authorized to Date Amount** of \$49,227,496.07.

Approval of this extra will place the authorized status of the contract -1.36% or \$675,173.80 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-093	1 r. 2	\$4,576,923.49	07/03/07
2007-142	4 r. 2	\$166,711.80	10/02/07
2007-170	5, 7 r. 1	\$256,488.00	11/06/07

Contract Modification Number(s): 9, 10

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 9**

Damaged & Replaced Barr. Lights	64.000 Ea @ \$15.00/Ea	\$960.00
Install Left Turn Green Arrow on Existing Traffic Signal	1.000 Ea @ \$682.50/Ea	682.50
Bag Traffic Signal	3.000 Ea @ \$210.00/Ea	630.00
Un-Bag Traffic Signals	3.000 Ea @ \$210.00/Ea	<u>630.00</u>
<b>Total</b>		<b><u>\$2,902.50</u></b>

**CM 10**

Embankment Protection 1' to 2'	2,500.000 Ft @ \$11.88/Ft	\$29,700.00
Median Embankment Protection more than 2'	600.000 Ft @ \$15.85/Ft	<u>9,510.00</u>
<b>Total</b>		<b><u>\$39,210.00</u></b>

**Grand Total**

**\$42,112.50**

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

**CM 9**

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device 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 Barr. 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.

To help control traffic backups, the engineer directed the contractor to install a left turn green arrow from Dixie Highway to the northbound I-75 ramp. The extra cost for Install Left Turn Green Arrow on Existing Traffic Signal 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 traffic control on Dixie Highway under I-75 will require traffic to be shifted back and forth many times, which will require the traffic signals to be covered. The extra cost for Bag Traffic Signal and Un-Bag Traffic Signals 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.

## CM 10

This project involves widening northbound and southbound I-75 by adding a lane to the median and placing concrete barrier to separate the two directions of traffic. In order to have proper drainage, the grade had to be rolled, or in some areas raised higher, so the water will drain away and other areas by lowering the grade. In one area, the grade raise may cause erosion issues when the project is shut down during the winter. If left untreated, it might erode the soils under the new concrete median barrier causing stability problems with the barrier. The engineer directed the contractor to protect these areas using two types of temporary support measures, as follows:

- The first will be used in the areas that the elevation difference is between one and two feet. This will involve placing a geotextile fabric behind the temporary concrete barrier and filling it with sand to within eight inches of the top of the concrete barrier. Then folding the geotextile back over the sand and covering it with a clean aggregate. This treatment will be used on an area approximately 2,500 feet long.
- The second will be used in the areas that the elevation difference is greater than two feet. This will involve stacking a second piece of temporary concrete barrier on top of the first piece, then placing a geotextile fabric behind the temporary concrete barrier and filling it with sand to the bottom of the footing for the permanent concrete barrier wall. Then fold the geotextile back over the sand and cover it with a clean aggregate. This treatment will be used on an area approximately 500 feet long.

The extra cost for Embankment Protection 1' to 2' and Median Embankment Protection more than 2' 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 costs also include the removal of the items when they are no longer needed.

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 November 29, 2007, meeting, and are now recommended for approval by the State Administrative Board on December 4, 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.

160. **Extra 2007 - 180**

Control Section/Job Number: 82022-49717 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: Posen Construction, Inc.  
50500 Design Lane  
Shelby Twp., MI 48315

Designed By: Parsons Brinckerhoff Michigan, Inc.  
Engineer's Estimate: \$3,799,998.25

Description of Project:

Bridge removal and replacement with related approach work on Jefferson Avenue (S01 of 82-22-02) at Dequindre Cut in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	May 12, 2005	
Original Contract Amount:	\$3,694,914.95	
Total of Overruns/Changes (Approved to Date):	118,699.91	+ 3.21%
Total of Extras/Adjustments (Approved to Date):	434,804.86	+ 11.77%
Total of Negative Adjustments (Approved to Date):	(6,084.65)	- 0.16%
<b>THIS REQUEST</b>	<b><u>70,000.00</u></b>	<b><u>+ 1.89%</u></b>
<b>Revised Total</b>	<b><u>\$4,312,335.07</u></b>	<b>+ 16.71%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.82% over the original budget for an **Authorized to Date Amount** of \$4,242,335.07.

Approval of this extra will place the authorized status of the contract 16.71% or \$617,420.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-48	14, 15	\$247,637.74	04/03/07

Contract Modification Number(s): 17 r. 1

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

**CM 17**

MSE Wall Undercut

\$70,000.00

**Total**

**\$70,000.00**

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

**CM 17**

During the installation of the Mechanically Stabilized Earth (MSE) wall the engineer found soils that would not support the wall. The engineer directed the contractor to remove the soils and replace them with crushed limestone. The extra cost for MSE Wall Undercut 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 November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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, 78.64%; State Restricted Trunkline, 14.74%; City of Detroit, 6.62%.

**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:** 48226.

161. **Extra 2007 - 181**

Control Section/Job Number: 82194-37795 MDOT Project

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

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.  
P. O. Box 930129  
Wixom, MI 48393

Designed By: MDOT  
Engineer's Estimate: \$165,313,031.32

Description of Project:

2.66 miles of concrete road reconstruction, 3.00 miles of retaining wall construction and 24 structure rehabilitations on I-75 from Clark Street to 14th Street and on I-96 from I-75 to south of Martin Luther King Boulevard in the City of Detroit, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	June 19, 2007	
Contract Date:	June 27, 2007	
Original Contract Amount:	\$168,520,599.30	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	44,395.50	+ 0.03%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>1,134,246.61</u></b>	<b><u>+ 0.67%</u></b>
<b>Revised Total</b>	<b><u>\$169,699,241.41</u></b>	<b>+ 0.70%</b>

**Offset Information**

Total Offsets This Request	(\$1,185,036.89)	- 0.70%
Net Revised Request	(\$50,790.28)	- 0.03%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.03% over the original budget for an **Authorized to Date Amount** of \$168,564,994.80.

Approval of this extra will place the authorized status of the contract 0.70% or \$1,178,642.11 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5

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

**CM 5**

48 inch Water Main, Tunnel Bore Method	380.000 Ft @ \$2,851.20/Ft	\$1,083,456.00
Value Engineering for 48 inch Water Main		<u>50,790.61</u>
<b>Total</b>		<b><u>\$1,134,246.61</u></b>

**CM 5 Offset Information**

Water Main, DI, 48 inch, Tr Det H-G (Modified)	-380.000 Ft @ \$970.00/Ft	(\$368,600.00)
Aggregate Base, 6 inch	-622.000 Syd @ \$5.62/Syd	(\$3,495.64)
Conc, Grade S2	-513.000 Cyd @ \$485.00/Cyd	(\$248,805.00)
HMA, 3C	-188.160 Ton @ \$60.39/Ton	(\$11,362.98)
HMA, 4C	-51.320 Ton @ \$70.07/Ton	(\$3,595.99)
Pavt, Rem	-622.000 Syd @ \$2.80/Syd	(\$1,741.60)
Reinforcement, Steel	-30,433.000 Lb @ \$0.96/Lb	(\$29,215.68)
Steel Sheet Piling, Temp	-18,000.000 Sft @ \$28.79/Sft	<u>(\$518,220.00)</u>
<b>Total</b>		<b><u>(\$1,185,036.89)</u></b>

**Net Revised CM 5 Request****(\$50,790.28)****Grand Total****\$1,134,246.61****Reason(s) for Extra(s)/Adjustment(s):**

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 \$1,185,036.89 and an increase of \$1,083,456. The contractor is to receive one-half net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$50,790.61. The VECP proposed a change in the installation of the 48 inch diameter water main. The plans indicated that the water main should be installed using open cut techniques. The contractor submitted information to install the water main using a tunnel boring machine so the existing pavement would not need to be removed.

Concurrence was received from the Detroit Water and Sewer Department on the change. The cost for the 48 inch Water Main, Tunnel Bore Method and Value Engineering for 48 inch Water Main was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its November 28, 2007 meeting, and are now recommended for approval by the State Administrative Board on December 4, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

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

**Funding Source:** FHWA, 89.88%; State Restricted Trunkline, 8.86%; Detroit International Bridge Company, 0.13%; City of Detroit, 1.13%.

**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:** 48216.

162. **Extra 2007 - 182**

Control Section/Job Number: 46062-85423 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: C & D Hughes, Inc.  
3097 Lansing Road  
Charlotte, MI 48813

Designed By: Tetra Tech of Michigan, PC  
Engineer's Estimate: \$2,058,096.05

Description of Project:

0.75 miles of reconstruction and add center left turn lanes on US-223 from west of Silberhorn Highway to east of Silberhorn Highway, and 0.47 miles of reconstruction to all season standards on Silberhorn Highway from south of US-223 to US-223, Lenawee County.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 5, 2006	
Original Contract Amount:	\$1,970,931.87	
Total of Overruns/Changes (Approved to Date):	(118,400.92)	- 6.01%
Total of Extras/Adjustments (Approved to Date):	94,965.07	+ 4.82%
Total of Negative Adjustments (Approved to Date):	(1,101.78)	- 0.06%
<b>THIS REQUEST</b>	<b><u>70,000.00</u></b>	<b><u>+ 3.55%</u></b>
<b>Revised Total</b>	<b><u>\$2,016,394.24</u></b>	<b>+ 2.30%</b>

**Offset Information**

Total Offsets This Request	(\$6,250.00)	- 0.32%
Net Revised Request	\$63,750.00	+ 3.23%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.25% under the original budget for an **Authorized to Date Amount** of \$1,946,394.24.

Approval of this extra will place the authorized status of the contract 2.30% or \$45,462.37 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

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

**CM 8**

Water Main 12" Directional Drilling Mod.	1.000 LS @ \$70,000.00/LS	<u>\$70,000.00</u>
<b>Total</b>		<b><u>\$70,000.00</u></b>

**CM 8 Offset Information**

Water Main, DI, 8", Tr Det G	-125.000 Ft @ \$50.00/Ft	<u>(\$6,250.00)</u>
<b>Total</b>		<b><u>(\$6,250.00)</u></b>

**Net Revised CM 8 Request** **\$63,750.00**

**Grand Total** **\$70,000.00**

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

This project was designed to have the eight inch water main installed prior to installing the box culvert that was placed across US-223. Once the project was started, the drain commission would not let the water main work proceed until the new water main to the ethanol plant could be put in service. It was also determined that the original water main was not eight inch in diameter but was twelve inch diameter. The water main work for the ethanol plant is not part of this contract and was being completed by a different contractor. The contractor ran into delays placing the water main for the ethanol plant, which delayed the water main work for the contract.

The box culvert was installed and the engineer directed the contractor to install the water main under the new box culvert using directional drilling techniques. This new item is being set up to compensate the contractor for installation of the new water main, and associated valves and other fittings. It will also compensate the contractor for the costs of restocking the items they did not use, but had already been delivered to the contractor, and the costs for repairing the roadway and removing the old water main. The extra cost for Water Main 12" Directional Drilling Mod. 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 November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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, 87%; Lenawee County, 13%.

**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:** 49228.

163. **Extra 2007 - 183**

Control Section/Job Number: 82081-47066 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: Angelo Iafrate Construction Company  
26300 Sherwood  
Warren, MI 48091

Designed By: Alfred Benesch & Company  
Engineer's Estimate: \$21,569,459.54

Description of Project:

2.48 miles of hot mix asphalt reconstruction, concrete curb and gutter, storm sewer and water main, concrete barrier, guardrail, signals and signing on M-153 (Ford Road) from Mercury Drive easterly to US-12 (Michigan Avenue) and superstructure replacement and partial abutment and pier replacement on M-153 (Ford Road) under Greenfield Road, in the cities of Dearborn and Detroit, Wayne County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 7, 2006	
Original Contract Amount:	\$23,059,791.25	
Total of Overruns/Changes (Approved to Date):	(693,522.30)	- 3.01%
Total of Extras/Adjustments (Approved to Date):	979,037.40	+ 4.25%
Total of Negative Adjustments (Approved to Date):	(28,779.94)	- 0.12%
<b>THIS REQUEST</b>	<b><u>2,029,498.43</u></b>	<b>+ 8.80%</b>
<b>Revised Total</b>	<b><u>\$25,346,024.84</u></b>	<b>+ 9.91%</b>

**Offset Information**

Total Offsets This Request	(\$1,490,338.42)	- 6.46%
Net Revised Request	\$539,160.01	+ 2.34%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.11% over the original budget for an **Authorized to Date Amount** of \$23,316,526.41.

Approval of this extra will place the authorized status of the contract 9.91% or \$2,86,233.59 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-154	1, 3	\$725,520.00	11/07/06
2007-88	10	\$202,796.00	06/19/07

Contract Modification Number(s): 17, 18 r. 1, 19, 20 r. 1, 21, 23, 24, 26, 27 r. 1, 28, 30, 31 r. 3, 32, 33 r. 1, 34 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 17**

Open-Graded Dr Cse, 19" Modified	133,306.000 Syd @ \$10.12/Syd	\$1,349,056.72
<b>Total</b>		<b><u>\$1,349,056.72</u></b>

**CM 17 Offset Information**

Open-Graded Dr Cse, 6-inch Modified	-133,136.000 Syd @ \$4.35/Syd	(\$579,141.60)
Excavation, Earth	-18,649.167 Cyd @ \$5.50/Cyd	(102,570.42)
Subbase, CIP	-66,734.470 Cyd @ \$10.00/Cyd	(667,344.70)
<b>Total</b>		<b>(\$1,349,056.72)</b>

**Net Revised CM 10 Request**

**\$0.00**

**CM 18**

Temporary Pedestrian Signal	1.000 Ea @ \$1,788.00/Ea	\$1,788.00
<b>Total</b>		<b><u>\$1,788.00</u></b>

**CM 19**

Extra Equipment to Hold Temp. Light Pole		\$2,161.01
Exploratory Trenching for Obstruction		445.79
<b>Total</b>		<b><u>\$2,606.80</u></b>

**CM 20**

Concrete Overlay Reinforced, Furn and Place	5,200.000 Syd @ \$46.01/Syd	\$239,252.00
Joint, Contraction, W	6,500.000 Ft @ \$1.46/Ft	9,490.00
<b>Total</b>		<b><u>\$248,742.00</u></b>

**CM 20 Offset Information**

Conc Pavt, Ovly, Misc, Fin and Curing	-4,823.000 Syd @ \$2.70/Syd	(\$13,022.10)
Conc Pvt, Ovly, Misc, Furn and Place	-641.400 Cyd @ \$121.00/Cyd	(77,609.40)
Hydrodemolition, First Pass	-1,125.560 Syd @ \$45.00/Syd	(50,650.20)
<b>Total</b>		<b>(\$141,281.70)</b>

**Net Revised CM 20 Request**

**\$107,460.30**

**CM 21**

Temporary Patching	39.900 Ton @ \$210.66/Ton	\$8,405.33
Pavt Mrkg, Type NR, Paint, 24" Stop Bar Temp	55.000 Ft @ \$3.68/Ft	202.40
Pavt Mrkg, Type NR, Paint, Only, Temp	3.000 Ea @ \$52.50/Ea	157.50
Pavt Mrkg, Type NR, Paint CA, Temp	3.000 Ea @ \$47.25/Ea	141.75
Maintenance Gravel, LM	2,000.000 Cyd @ \$17.80/Cyd	35,600.00
<b>Total</b>		<b><u>\$44,506.98</u></b>

<b>CM 23</b>			
Expansion Joint Device	334.000 Ft @ \$288.75/Ft		<u>\$96,442.50</u>
<b>Total</b>			<b><u>\$96,442.50</u></b>
<b>CM 24</b>			
Temporary HMA Skip Patch Beneath Bridges			<u>\$10,804.09</u>
<b>Total</b>			<b><u>\$10,804.09</u></b>
<b>CM 26</b>			
Extra Work to Cut Existing and Drive Sheet			
Piling on S03	1.000 Ea @ \$5,540.22/Ea		<u>\$5,540.22</u>
<b>Total</b>			<b><u>\$5,540.22</u></b>
<b>CM 27</b>			
Conduit Schedule 40, 2-3"	112.000 Ft @ \$15.93/Ft		\$1,784.16
Conduit, DB, 1, 3 inch Schedule 80	150.000 Ft @ \$20.82/Ft		3,123.00
Conduit, DB, 2, 3 inch Schedule 40	280.000 Ft @ \$25.27/Ft		7,075.60
Conduit, Directional Bore, 3 inch Schedule 80	140.000 Ft @ \$32.75/Ft		4,585.00
Conduit, Schedule 80 PVC, 3 inch	112.000 Ft @ \$11.50/Ft		<u>1,288.00</u>
<b>Total</b>			<b><u>\$17,855.76</u></b>
<b>CM 28</b>			
Pavt Mrkg, Type NR, Paint, 24" Stop Bar, Temp	124.000 Ft @ \$3.68/Ft		456.32
Pavt Mrkg, Type NR, Paint, Only, Temp	4.000 Ea @ \$52.50/Ea		210.00
Pavt Mrkg, Type NR, Paint CA, Temp	5.000 Ea @ \$47.25/Ea		<u>236.25</u>
<b>Total</b>			<b><u>\$902.57</u></b>
<b>CM 30</b>			
1-1/c #8 7.5kv Lead Street Light Cable	250.000 Ft @ \$29.14/Ft		7,285.00
Light Standard, Remove and Replace	3.000 Ea @ \$5,496.02/Ea		16,488.06
Conduit, Encase, 1, 3 inch	250.000 Ft @ \$45.09/Ft		<u>11,272.50</u>
<b>Total</b>			<b><u>\$35,045.56</u></b>
<b>CM 31</b>			
Maintenance Gravel, LM	3,000.000 Cyd @ \$17.80/Cyd		\$53,400.00
Adjustment to Cantilever Sign Fdn			
48" Diameter, Uncased	105.000 Ft @ \$15.00/Ft		<u>1,575.00</u>
<b>Total</b>			<b><u>\$54,975.00</u></b>
<b>CM 32</b>			
HMA Patch Repair at Kenilworth	1.000 LS @ \$16,411.00/LS		<u>\$16,411.00</u>
<b>Total</b>			<b><u>\$16,411.00</u></b>
<b>CM 33</b>			
Non-Reinforced Block Landscape Wall	1,000.000 Sft @ \$31.50/Sft		<u>\$31,500.00</u>
<b>Total</b>			<b><u>\$31,500.00</u></b>

<b>CM 34</b>		
Maintenance Gravel, LM	2,750.000 Cyd @ \$17.80/Cyd	\$48,950.00
Column Removal and Reconstruction		
Stage 1 and 2	1.000 LS @ \$54,942.69/LS	54,942.69
Manhole Removal for Temporary Sheeting	1.000 LS @ \$5,025.54/LS	5,025.54
Fence, Chain Link, 48 inch	175.000 Ft @ \$25.16/Ft	4,403.00
<b>Total</b>		<b><u>\$113,321.23</u></b>

<b>Total Offsets This Request</b>	<b>(\$1,490,338.42)</b>	
<b>Net Total Revised Request</b>		<b><u>\$539,160.01</u></b>

<b>Grand Total</b>		<b><u>\$2,029,498.43</u></b>
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**Reason(s) for Extra(s)/Adjustment(s):**

**CM 17**

The contractor submitted a request to change the proposed pavement base section from 18 inch subbase and 6 inch open graded drainage course, to 19 inch open graded drainage course for Stage A construction. This change in pavement section will provide a stronger pavement and expedite completion of project work this construction season. The region soils engineer and statewide pavement engineer were consulted about this change and concurred with the request. This extra was originally set up on contract modification 3 and now represents the amount estimated to complete the project for stages B, C and D. The extra cost for Open-Graded Dr Cse, 19", Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on the project. The extra cost is completely offset by a \$1,349,056.72 reduction in the original items listed above.

**CM 18**

The plans indicated the new strain pole to be placed in the northwest quadrant of Wyoming Avenue and Ford Road would be placed in the same location as the existing pedestrian pole. The engineer determined that a temporary pedestrian signal would be needed to safely allow pedestrian traffic to cross while the new signal pole was installed. The engineer directed the contractor to move the existing pedestrian signal to a temporary location and once the new signal was working remove the temporary signal. The extra cost for Temporary Pedestrian Signal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items on the contract.

**CM 19**

The contractor was directed by the engineer to temporarily support an existing light pole in the median while exploratory trenching was performed during drilling for the proposed strain pole foundation. The extra cost for Extra Equipment to Hold Temp. Light Pole is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor began drilling for the proposed strain pole foundation at station 697+59. The contractor encountered a 10 foot by 10 foot obstruction not shown on the plans. The engineer directed the contractor to locate the limits of the obstruction so a new location for the proposed foundation could be determined. The extra cost for Exploratory Trenching for Obstruction is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

## **CM 20**

Three of the bridges on the project also have a concrete surface below the bridge for traffic driving under the bridge. This concrete subbase is part of the bridge structure and is not considered a separate pavement. The plans called for this surface to be hydrodemolished and then have a concrete overlay placed over the surface. After consulting with the region materials and technology group the engineer determined a better solution would be to place a six inch reinforced overlay on top of the existing concrete subbase. It was determined this could be completed without compromising the existing under clearance. The engineer directed the contractor to place the six inch reinforced overlay under the three bridges. The extra cost for Concrete Overlay Reinforced, Furn and Place and Joint, Contraction, W was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index. The extra cost is partially offset by a \$141,281.70 reduction in the original items listed above.

## **CM 21**

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 Temporary Patching was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The project did not have all the necessary pavement marking items set up to open the project during the seasonal suspension. The engineer directed the contractor to place the items necessary to open the road during the winter seasonal suspension. These items were originally set up on contract modification 7 and now represents the amount needed to date. The extra cost for Pavt Mrkg, Type NR, Paint, 24" Stop Bar, Temp; Pavt Mrkg, Type NR, Paint, Only, Temp and Pavt Mrkg, Type NR, Paint CA, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Maintenance gravel was necessary on M-153 between Mercury Drive and Michigan Avenue for all side streets and driveway approaches. The gravel was necessary to maintain reasonable access for pedestrians and the traveling public to all local businesses and intersecting streets. This item was originally set up on contract modification 1 and now represents the amount needed to date. The extra costs for Maintenance Gravel, LM 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 23**

The plans indicated that an expansion joint would be needed on both ends of the S03 bridge, but did not include the pay item. The engineer directed the contractor to supply and install the expansion joints on the bridge as per the plans. The engineer also directed the contractor to supply and install a plate over the expansion joint device to be used in the sidewalk areas. The extra costs for Expansion Joint Device were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

## **CM 24**

The pavement under the bridges deteriorated very fast once traffic was shifted onto one side to complete the work on the bridges. The area was continually being repaired with cold patch material. The engineer directed the contractor to place a thin layer of hot mix asphalt over the area to keep the traffic from deteriorating the pavement further. The extra cost for Temporary HMA Skip Patch Beneath Bridges is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

**CM 26**

This item was set up to compensate the contractor for two items dealing with the sheet piling on the bridge. The first item was that the existing sheeting had to be cut to remove the existing bridge return wall. This was not indicated on the plans and could not be seen in the field; therefore the engineer directed the contractor to complete the work. The second item involves placing the new sheet piling. The sheeting was placed as indicated on the plans; however, in completing the work the contractor encountered an existing manhole that required additional effort to advance the sheeting through the manhole. The extra cost for Extra Work to Cut Existing and Drive Sheet Piling on S03 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

**CM 27**

All of the items on this contract modification are related; they were needed to connect the north and south existing City of Dearborn communication hand holes located in the southeast and northeast corners of Greenfield and Ford Roads. The existing hand holes, cable and conduit will be removed during S03 bridge demolition. This work was not included in the original contract. This work will also restore the north and south traffic signals located in the median area of Greenfield Road on each side of Ford Road. The extra costs for Conduit, Schedule 40, 2-3"; Conduit, DB, 1, 3 inch Schedule 80; Conduit, DB, 2, 3 inch Schedule 40; Conduit, Directional Bore, 3 inch Schedule 80 and Conduit, Schedule 80 PVC, 3 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

**CM 28**

The project did not have all the necessary pavement marking items set up to open the project during the seasonal suspension. The engineer directed the contractor to place the items necessary to open the road during the winter seasonal suspension. These items were originally set up on contract modification 7 and now represent the amount needed to date. The extra cost for Pavt Mrkg, Type NR, Paint, 24" Stop Bar, Temp; Pavt Mrkg, Type NR, Paint, Only, Temp and Pavt Mrkg, Type NR, Paint CA, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

**CM 30**

Three existing street lights located near Wyoming Avenue were in conflict with the proposed work. They were shown on the plans to be removed by DTE; however, it was determined later that DTE did not own the lights; they were owned by the Public Lighting Department. The engineer directed the contractor to remove and replace the lights so the proposed work could be completed. The extra costs for 1-1/c #8 7.5kv Lead Street Light Cable; Light Standard, Remove and Replace and Conduit, Encased, 1, 3 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index, and other Metro Region contracts.

**CM 31**

Maintenance gravel was necessary on M-153 between Mercury Drive and Michigan Avenue for all side streets and driveway approaches. The gravel was necessary to maintain reasonable access for pedestrians and the traveling public to all local businesses and intersecting streets. This item was originally set up on contract modification 1 and now represents the amount needed to date. The extra costs for Maintenance Gravel, LM 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 MDOT engineer determined, after discussions with the Traffic and Safety Division, that the proposed reinforcement and anchor bolts for the cantilever sign foundation could not fit into the proposed 42 inch diameter hole. The contractor was directed to increase the hole to a 48 inch diameter hole. This item is being set up as an adjustment and will be paid with the existing pay item, therefore no offset is included. The extra cost for Adjustment to Cantilever Sign Fdn 48" Diameter, Uncased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index.

### **CM 32**

This item is being set up to compensate the contractor for a pavement repair that was caused by DTE. After the construction project was shut down for the winter in 2006 and prior to restarting the project in 2007 DTE had to make a repair on the gas main at Kenilworth Road and eastbound M-153. This area was already paved through the top course. The repair was discussed with DTE and the engineer and determined that the contractor would be better suited to repair the HMA surface than DTE. The engineer directed the contractor to repair the area. This extra work is 100 percent funded by DTE. The extra cost for HMA Patch Repair at Kenilworth was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the time equipment and materials needed to complete the work.

### **CM 33**

In some areas of the project the slopes would have been too steep to meet the new grades if they were cut to match the new grade. In one area near the ramp from Greenfield Road to eastbound M-153 the engineer directed the contractor to place a non reinforced block landscape wall in lieu of trying to stabilize a steep slope. This option will also be used in other locations that meet these same type of conditions. The extra cost for Non-Reinforced Block Landscape Wall was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the time, equipment and materials needed to complete the work.

### **CM 34**

Maintenance gravel was necessary on M-153 between Mercury Drive and Michigan Avenue for all side streets and driveway approaches. The gravel was necessary to maintain reasonable access for pedestrians and the traveling public to all local businesses and intersecting streets. This item was originally set up on contract modification 1 and now represents the amount needed to date. The extra costs for Maintenance Gravel, LM 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 plans indicated that the contractor would remove the center pier columns at 12 locations to a cutoff elevation of 582.25 feet. However, during field investigations of existing conditions of the remaining center pier, it was discovered that the existing columns were severely deteriorated. The contractor was directed to continue removing the existing pier column below the cutoff elevation on the plans to the top of existing shoulder. The extra cost for Column Removal and Reconstruction Stage 1 and 2 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

While installing the temporary sheet piling on the bridge at Greenfield Road over Ford Road an existing manhole was encountered that conflicted with the proposed work. The engineer directed the contractor to breakout and remove the existing manhole so the sheeting work could be completed. The extra cost for Manhole Removal for Temporary Sheeting is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The sidewalk under the rail road on Ford Road was raised two feet to avoid a 16 inch water main. The engineer directed the contractor to place fencing along this area to keep pedestrians on the sidewalk from falling out into the road. The extra costs for Fence, Chain Link, 48 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.

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 November 29, 2007 meeting, and are now recommended for approval by the State Administrative Board on December 4, 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, 81.83%; State Restricted Trunkline, 15.20%; City of Dearborn, 2.97%.

**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:** 48126.

164. **Extra 2007 - 184**

Control Section/Job Number: 13001-83840 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. 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: Milbocker and Sons, Inc.  
1256 29th Street  
Allegan, MI 49010

Designed By: Wightman & Associates, Inc.  
Engineer's Estimate: \$575,796.58

Description of Project:

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on North Eaton Street over Kalamazoo River, in the city of Albion, Calhoun County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 5, 2006	
Original Contract Amount:	\$619,498.70	
Total of Overruns/Changes (Approved to Date):	605.25	+ 0.10%
Total of Extras/Adjustments (Approved to Date):	200,000.00	+ 32.28%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>354,482.89</u></b>	<b><u>+ 57.22%</u></b>
<b>Revised Total</b>	<b><u>\$1,174,586.84</u></b>	<b>+ 89.60%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 32.38% over the original budget for an **Authorized to Date Amount** of \$820,103.95.

Approval of this extra will place the authorized status of the contract 89.60% or \$555,088.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-114	1	\$200,000.00	09/05/06

Contract Modification Number(s): 4, 5 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

<b>CM 4</b>		
Curb and Gutter, Rem	406.830 Ft @ \$8.00/Ft	\$3,254.64
Tree, Rem, 19 inch to 36 inch	1.000 Ea @ \$1,100.00/Ea	<u>1,100.00</u>
<b>Total</b>		<b><u>\$4,354.64</u></b>

<b>CM 5</b>		
Hazardous Contaminated Material Handling And Disposal		<u>\$350,128.25</u>
<b>Total</b>		<b><u>\$350,128.25</u></b>

<b>Grand Total</b>		<b><u>\$354,482.89</u></b>
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**Reason(s) for Extra(s)/Adjustment(s):**

**CM 4**

The plans indicated that the existing curb and gutter should be removed but did not include the pay item for the work. The engineer directed the contractor to remove the curb and gutter. The extra cost for Curb and Gutter, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

It was believed that a tree located near the bridge could be saved when the project was designed. The engineer determined that it needed to be removed and directed the contractor to remove the tree. The extra cost for Tree, Rem, 19 inch to 36 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

**CM 5**

The extra item Hazardous Contaminated Material Handling and Disposal was established as a budgeted amount on contract modification 1 for removing hazardous contaminated soil and water at the bridge abutments and watermain excavations. The project was bid with a small quantity of removing non-hazardous contaminated material and disposal in case this type of material was discovered during construction operations. After the project was awarded, several on-site meetings revealed that hazardous material may be present in the excavation areas. The soil was tested and the presence of hazardous materials was confirmed. It is anticipated that the water from the dewatering of the abutment cofferdams and watermain excavation will also be hazardous, and proper work methods and disposal will be necessary to deal with the contaminated water.

The soil contamination might be related to the adjacent local utility property owner; if this is confirmed, recovery costs will be pursued. The final cost for Hazardous Contaminated Material Handling and Disposal will be reimbursed to the contractor based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction, this amount now represents the amount needed to date.

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 November 29, 2007, meeting, and are now recommended for approval by the State Administrative Board on December 4, 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, 95%; City of Albion, 5%.  
**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:** 49224.

165. **Extra 2007 - 185**

Control Section/Job Number: 17566-88915 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: Payne & Dolan, Inc.  
P O Box 351  
Gladstone, MI 49837

Designed By: Wilcox Professional Services, LLC  
Engineer's Estimate: \$321,091.41

Description of Project:

0.79 miles of road resurfacing including cold milling, hot mix asphalt paving, storm sewer, concrete curb and gutter, guardrail, pavement markings, and traffic signals on Three Mile Road from Mackinac Trail (H-63) to Ashmun Street (M-129) in the City of Sault Ste. Marie, Chippewa County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 8, 2007	
Original Contract Amount:	\$233,378.19	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>52,902.75</u></b>	<b><u>+ 22.67%</u></b>
<b>Revised Total</b>	<b><u>\$286,280.94</u></b>	<b>+ 22.67%</b>

**Offset Information**

Total Offsets This Request	(\$35,913.20)	- 15.39%
Net Revised Request	\$16,989.55	+ 7.28%

**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 \$233,378.19.

Approval of this extra will place the authorized status of the contract 22.67% or \$52,902.75 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**

Trenching – Special	71.000 Sta @ \$205.25/Sta	\$14,572.75
Aggregate Base, 8 inch	4,900.000 Syd @ \$6.20/Syd	30,380.00
HMA Wedging	50.000 Ton @ \$65.00/Ton	3,250.00
Hand Patching	10.000 Ton @ \$90.00/Ton	900.00
Conc Pavt, Misc, Reinf, 9 inch	5.000 Syd @ \$100.00/Syd	500.00
Curb and Gutter, Conc, Det C3	60.000 Ft @ \$25.00/Ft	1,500.00
Lane Tie, Epoxy Anchored	30.000 Ea @ \$15.00/Ea	450.00
Pavt, Rem	5.000 Syd @ \$30.00/Syd	150.00
Erosion Control, Silt Fence	400.000 Ft @ \$3.00/Ft	1,200.00
<b>Total</b>		<b><u>\$52,902.75</u></b>

**CM 1 Offset Information**

Aggregate Base, 6 inch	-4,900.000 Syd @ \$4.95/Syd	(\$24,255.00)
Trenching	-71.000 Sta @ \$164.20/Sta	<u>(11,658.20)</u>
<b>Total</b>		<b><u>(\$35,913.20)</u></b>

**Net Revised CM 1 Request**

**\$16,989.55**

**Grand Total**

**\$52,902.75**

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

The project was designed to have the shoulders trenched to a depth to accommodate six inches of aggregate base material. The engineer determined that the six inch depth may not be enough, given the existing site conditions, and directed the contractor to trench to a depth that would accommodate eight inches of aggregate base. This changed two items; the trenching and the aggregate base. The extra cost for Trenching – Special and Aggregate Base, 8 inch 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. The cost are partially offset by a reduction in original items noted above.

The contractor performed the milling of the hot mix asphalt (HMA) surface according to the design. Once the milling was complete, some areas of the project had exposed aggregate base and the edges of the asphalt in some areas cracked and had to be removed. In the areas that had the aggregate base exposed, the engineer directed the contractor to grade the aggregate and place a wedge of HMA to cover it. In the areas that cracked and had to be removed, the engineer directed the contractor to replace the material using HMA to be paid for as hand patching. The extra cost for HMA Wedging and Hand Patching 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.

At the intersection of Mackinac Trail and Three Mile Road is an area that had an existing concrete pavement issue as well as a drainage issue. The engineer directed the contractor to remove a section of the concrete pavement so it could tie into the new HMA surface and take care of the drainage issue. The extra cost for Conc Pavt, Misc, Reinf, 9 inch; Curb and Gutter, Conc, Det C3; Lane Tie, Epoxy Anchored and Pavt, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

The engineer directed the contractor to place silt fence near the Ashum Creek to protect the creek from soils that may erode from the steep slope above the creek. The extra cost for Erosion Control, Silt Fence was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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, 80%; City of Sault Ste. Marie, 20%.

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

**Risk Assessment:** 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:** 49783.

166. **Extra 2007 - 186**

Control Section/Job Number: 22426-84490 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: Bacco Construction Company  
P.O. Box 458  
Iron Mountain, MI 49801

Designed By: STS Consultants, Ltd.  
Engineer's Estimate: \$660,401.00

Description of Project:

1.17 miles of road resurfacing, including cold milling, concrete curb and gutter, sidewalk ramps, storm sewer, drainage structures, hot mixed asphalt paving, watermain improvements, and pavement markings on H Street from Kimberly Avenue to US-2, on Prospect Street from Detroit Street to West H Street and on Park Street from Oslo Avenue to East F Street in the City of Iron Mountain, Dickinson County.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	December 8, 2006	
Original Contract Amount:	\$716,310.79	
Total of Overruns/Changes (Approved to date):	(\$101,305.65)	-14.14%
Total of Extras/Adjustments (Approved to date):	\$116,293.08	16.24%
Total of Negative Adjustments (Approved to date):	(\$14,366.46)	-2.01%
<b>THIS REQUEST</b>	<b><u>\$26,902.16</u></b>	<b><u>3.76%</u></b>
<b>Revised Total</b>	<b><u>\$743,833.92</u></b>	<b>3.85%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.09% over the original budget for an **Authorized to Date Amount** of \$716,931.76.

Approval of this extra will place the authorized status of the contract 3.85% or \$27,523.13 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-137	2	\$84,199.18	10/02/07

Contract Modification Number(s): 4

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

**CM 4**

Water Main Items:

Utility Exploration	1.650 Ea @ \$500.00/Ea	\$825.00
45 Degree Bend, 6 inch	10.000 Ea @ \$150.00/Ea	1,500.00
Water Main Cap, 6 inch	4.000 Ea @ \$100.00/Ea	400.00
Water Service, 1 inch, Copper	138.500 Ea @ \$25.00/Ea	3,462.50
Curb Stop and Box 1 inch	4.000 Ea @ \$225.00/Ea	900.00
Corporation with T-Saddle, 1 inch	15.000 Ea @ \$150.000/Ea	2,250.00
Tee, 8 inch by 8 inch by 6 inch	5.000 Ea @ \$300.00/Ea	1,500.00
45 Degree Bend, 8 inch	12.000 Ea @ \$215.00/Ea	2,580.00
Water Main Cap, 8 inch	1.000 Ea @ \$150.00/Ea	150.00
11.25 Degree Bend, 6 inch	1.000 Ea @ \$170.00/Ea	170.00
Water Service, Connect to Existing	14.000 Ea @ \$100.00/Ea	1,400.00
HMA, 13A/Adjustment	821.810 Ton @ \$3.46/Ton	2,843.46
Sidewalk, Rem	83.600 Syd @ \$17.00/Syd	1,421.20
Excavation, Rock	61.900 Cyd @ \$80.00/Cyd	4,952.00
Cold Milling HMA Approach, Modified	1.000 LS @ \$2,500.00/LS	2,500.00
Pavt Mrkg, Type NR, Tape, 4", White, T	24.000 Ft @ \$1.00/Ft	24.00
Pavt Mrkg, Type NR, Tape, 4", Yellow, T	24.000 Ft @ \$1.00/Ft	24.00
<b>Total</b>		<b><u>\$26,902.16</u></b>

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

**CM 4**

In the list of items above, the indented items all pertain to work on the water main for this project. When the project was designed, the consultant used the available information of the existing conditions to design the new water main. Some of this information was not correct or had been changed during repairs and not noted on the plans. These changes and misinformation required changes in the field to the water main to complete the work. All of the water main items above are 100 percent funded by the City of Iron Mountain. The extra cost for Water Main Items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in other projects within the region and other projects completed by the consultant.

The engineer directed the contractor to change the hot mix asphalt (HMA) binder on the project. The change in the binder reduced the cost of the HMA on the project as indicated on contract modification 2. When the engineer requested this change they processed an adjustment on the contract modification that matched the original quantity set up on the project for the item HMA 13A. This item is now being balanced to match the amount of HMA 13A used on the project. The extra cost for HMA, 13A /Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in other projects within the region and other projects completed by the consultant.

The plans indicated that Americans with Disabilities Act (ADA) compliant sidewalk ramps would be required on the project, but did not include an item for removing the existing sidewalk. The pay item was inadvertently left of the plans. The engineer directed the contractor to remove the sidewalk so the ramps could be installed. This item was originally set up on contract modification 1 and now represents the amount needed to date. The extra cost for Sidewalk, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in other projects within the region and other projects completed by the consultant.

During the installation of the storm sewer, rocks were encountered that were larger than one-half a cubic yard. In accordance with section 205.03B the removal of these should be paid for as Rock Excavation. This item was not originally set up on the contract, but was necessary for the installation of the storm sewer. The engineer directed the contractor to remove the rocks. The extra cost for Excavation, Rock was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in other projects within the region and other projects completed by the consultant.

All of the cold milling could not be completed on the project at one time due to a railroad project at the crossing. This delay was not the fault of the contractor. The engineer directed the contractor to complete the milling. The engineer determined that the contractor was entitled to additional compensation due to the delay and the significant change in the work. The pavement markings also had to be completed after the milling was complete. The extra cost for the Cold Milling HMA Approach, Modified; Pavt Mrkg, Type NR, Tape, 4", White, T and Pavt Mrkg, Type NR, Tape, 4", Yellow, T was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment and materials needed to complete the work, the pavement marking price compares to similar items in other projects within the region and other projects completed by the consultant.

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 November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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, 59.72%; State Restricted Trunkline, 14.93%; City of Iron Mountain, 25.35%, except for water main as noted above.

**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:** 49801.

167. **Extra 2007 - 187**

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):	(\$17,152.31)	- 1.38%
Total of Extras/Adjustments (Approved to Date):	243,143.55	+ 19.55%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>30,487.40</u></b>	<b>+ 2.45%</b>
<b>Revised Total</b>	<b><u>\$1,500,246.13</u></b>	<b>+ 20.62%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.17% over the original budget for an **Authorized to Date Amount** of \$1,469,758.73.

Approval of this extra will place the authorized status of the contract 20.62% or \$256,478.64 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
2007-166	3 r. 2	\$5,865.75	11/06/07

Contract Modification Number(s): 4

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

Embankment, Special, CIP	1,581.350 Cyd @ \$8.00/Cyd	12,650.80
Clearing, Co. Drain Relocation, Special	1.000 Ea @ \$6,200.00/Ea	6,200.00
Culvert End, Reset, Over 48 inch	1.000 Ea @ \$1,000.00/Ea	1,000.00
Culv End Sect, 18 inch	2.000 Ea @ \$575.00/Ea	1,150.00
Culv, Cl A, Conc, 18 inch	64.000 Ft @ \$30.00/Ft	1,920.00
Riprap, Heavy	126.110 Syd @ \$60.00/Syd	7,566.60
<b>Total</b>		<b><u>\$30,487.40</u></b>

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

The type of embankment used on the project was changed to a granular material to help drain the site. The engineer directed the contractor to make the change in material. This item was originally set up on contract modification 1 and now represents the amount needed to date. The extra cost for Embankment Special, CIP 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 and other contracts in the Mount Pleasant TSC area.

In order to eliminate a short segment of two lane two way road between two boulevard segments of US-127 business route; MDOT and a large retail business re-designed their respective sections to comment with one another at the MDOT north project limits. When this project was designed the north end of the project was set up to match the existing road which, at the time, was not a boulevard section. A large retail business decided to build in the area and submitted plans for a boulevard section for the area north of the project. After meeting with them, the TSC convinced them to continue the boulevard section to the south, to meet the north end of the MDOT project. The engineer then directed the contractor to complete the boulevard section all the way to the north end of the project limits. This required some additional items to complete, including relocating a portion of the Potter Brodie County Drain. The extra costs for Clearing, Co. Drain Relocation, Special; Culvert End, Reset, Over 48 inch; Culv End Sect, 18 inch; Culv, Cl A, Conc, 18 inch, and Riprap, Heavy were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts in the Mount Pleasant TSC area and, for the clearing item, comparing the time and equipment necessary 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 November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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.

168. **Extra 2007 - 188**

Control Section/Job Number: 73033-86502 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: Zito Construction Co.  
8033 Fenton Road  
Grand Blanc, MI 48439

Designed By: Spicer Group  
Engineer's Estimate: \$500,064.16

Description of Project:

0.90 miles of streetscaping including decorative concrete, decorative fence, brick columns, stamped asphalt and landscaping from Schust Road northerly to Trautner Drive, Saginaw County.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	June 14, 2007	
Original Contract Amount:	\$388,531.39	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	14,520.00	+ 3.74%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>69,972.00</u></b>	<b><u>+ 18.01%</u></b>
<b>Revised Total</b>	<b><u>\$473,023.39</u></b>	<b>+ 21.75%</b>

**Offset Information**

Total Offsets This Request	(31,031.91)	- 7.99%
Net Revised Request	\$38,940.09	+ 10.02%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.74% over the original budget for an **Authorized to Date Amount** of \$403,051.39.

Approval of this extra will place the authorized status of the contract 21.75% or \$84,492.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

<b>CM 2</b>		
Dura Therm Crosswalk	7,140.000 Sft @ \$9.80/Sft	<u>\$69,972.00</u>
<b>Total</b>		<b><u>\$69,972.00</u></b>

<b>CM 2 Offset Information</b>		
Stamped Asphalt Crosswalks	-7,371.000 Sft @ \$4.21/Sft	<u>(\$31,031.91)</u>
<b>Total</b>		<b><u>(\$31,031.91)</u></b>

<b>Net Revised CM 2 Request</b>		<b><u>\$38,940.09</u></b>
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<b>Grand Total</b>		<b><u>\$69,972.00</u></b>
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**Reason(s) for Extra(s)/Adjustment(s):**

**CM 2**

The project was designed to have a stamped asphalt crosswalk at several locations. In discussions with the manufacturer, concerns were raised about how long the coloring would last in the stamped areas due to the traffic volumes on M-84. The engineer directed the contractor to change from the stamped asphalt crosswalk set up on the project to a Dura Therm crosswalk. With this system a pattern is rolled into the asphalt, then the Dura Therm material is placed into the pattern and the area is rolled again. The extra cost for Dura Therm Crosswalk 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. The costs are partially offset by a reduction in original items 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 November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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, 56.00%; State Restricted Trunkline, 6.60%; Kochville Township, 15.06%; Saginaw Township, 22.34%.

**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:** 48608.

169. **Extra 2007 - 189**

Control Section/Job Number: 82122-45705A MDOT Project

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

State Transportation Commission - 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: Wade-Trim Associates, Inc.  
Engineer's Estimate: \$58,798,591.39

Description of Project:

4.94 miles of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the City of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,413,498.82	+ 4.05%
Total of Extras/Adjustments (Approved to Date):	5,781,329.14	+ 9.70%
Total of Negative Adjustments (Approved to Date):	(229,380.50)	- 0.38%
<b>THIS REQUEST</b>	<b><u>302,907.67</u></b>	<b><u>+ 0.51%</u></b>
<b>Revised Total</b>	<b><u>\$67,848,445.98</u></b>	<b>+ 13.88%</b>

**Offset Information**

Total Offsets This Request	(\$42,542.67)	- 0.07%
Net Revised Request	\$260,365.00	+ 0.44%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.37% over the original budget for an **Authorized to Date Amount** of \$67,545,538.31.

Approval of this extra will place the authorized status of the contract 13.88% or \$8,268,355.13 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/04
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/04
2005-28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005-34	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005-48	80	\$10,000.00	04/19/05
2005-86	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05
2005-125	52 r 1, 93, 96,97, 102	\$61,218.03	11/01/05
2005-145	100	\$11,579.81	12/06/05
2006-015	58 r. 1, 105, 106	\$499,246.46	02/07/06
2006-023	104 r. 1, 109	\$137,364.31	03/07/06
2006-061	111	\$4,107.60	05/16/06
2006-089	110, 112, 115	\$215,799.06	07/05/06
2006-164	142	\$2,267.20	11/07/06
2007-57	145, 146, 148	\$94,446.23	04/03/07
2007-91	151, 152	\$48,098.22	07/03/07
2007-111	150 r. 1, 155 r. 1	\$24,839.68	08/07/07

Contract Modification Number(s): 135, 147, 153 r. 3, 156 r. 1, 158 r. 2, 160, 161 r. 1, 162, 166 r. 1, 167

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 135**

Trench Drain, Extra Materials	\$6,089.92
<b>Total</b>	<b><u>\$6,089.92</u></b>

**CM 147**

Force Account US-24 Additional Permanent Signing	\$30,000.00
<b>Total</b>	<b><u>\$30,000.00</u></b>

**CM 153**

Force Account: Remobilize Bridge Work Force (Virgil 2006)	\$3,230.85
<b>Total</b>	<b><u>\$3,230.85</u></b>

**CM 156**

Interconnect System Adjustment	\$15,117.90
<b>Total</b>	<b><u>\$15,117.90</u></b>

**CM 158**

Re-stocking Fees, Lighting Equipment	\$5,937.13
Force Account: Work at I-275 and 6 Mile	81,478.53
<b>Total</b>	<b><u>\$87,415.66</u></b>

**CM 160**

Force Account: MDOT Freeway Lighting	\$31,758.50
<b>Total</b>	<b><u>\$31,758.50</u></b>

<b>CM 161</b>		
Force Account: Delete US-24 Truss & Foundation		<u>\$51,664.97</u>
<b>Total</b>		<b><u>\$51,664.97</u></b>

<b>CM 161 Offset Information</b>		
Fdn, Truss Type C	-1.000 Ea @ \$9,500.00/Ea	(\$9,500.00)
Truss, Type C, 70 foot	-1.000 Ea @ \$30,226.40/Ea	<u>(30,226.40)</u>
<b>Total</b>		<b><u>(\$39,726.40)</u></b>

**Net Revised CM 161 Request** **\$11,938.57**

<b>CM 162</b>		
Force Account: PLD Cable Removal (S-20)		<u>\$4,053.60</u>
<b>Total</b>		<b><u>\$4,053.60</u></b>

<b>CM 166</b>		
Contractor Staking, Adjustment		\$25,760.00
Virgil Street Reblast and Mobilization		<u>45,000.00</u>
<b>Total</b>		<b><u>\$70,760.00</u></b>

<b>CM 167</b>		
Concrete Quality Penalty		<u>\$2,816.27</u>
<b>Total</b>		<b><u>\$2,816.27</u></b>

<b>CM 167 Offset Information</b>		
Concrete Quality Penalty		<u>(2,816.27)</u>
<b>Total</b>		<b><u>(\$2,816.27)</u></b>

**Net Revised CM 167 Request** **\$0.00**

**Grand Total** **\$302,907.67**

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

**CM 135**

The trench drain materials used on the project are a special order item that is not widely used. According to section 105.09, the contractor is entitled to the cost of furnishing or producing, delivering and handling the unused specialty material. The extra cost for Trench Drain, Extra Materials was negotiated per Section 103.04 and 105.09 of the 2003 Interim Standard Specifications for Construction. The costs were deemed reasonable when compared with the invoices for the material and the documented cost for delivering and handling the material.

**CM 147**

A truss sign was proposed for the southbound US-24 service drive at the I-96 service drives. Due to utility conflicts, it was determined that the truss could not be installed. The engineer directed the contractor to place ground mounted signs so the sign information could still be conveyed to the public. This extra is a budget amount set up to pay the contractor based on force account records. The extra cost for Force Account: US-24 Additional Permanent Signing will be based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

**CM 153**

The engineer directed the contractor to stop work on the Virgil Street bridge due to conflicts with Public Lighting Department (PLD), and due to traffic conflicts with the Super Bowl. The extra cost for Force Account: Remobilize Bridge Work Force (Virgil 2006)[Posen] is based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

**CM 156**

The contractor was directed to replace an existing interconnect traffic signal system on US-24 near I-96. This work was not included in the original plans, but was requested by Michigan Intelligent Transportation System. The engineer directed the contractor to replace the existing interconnect. The extra cost for Interconnect System Adjustment is based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

**CM 158**

A value engineering change proposal (VECP) was submitted for the east end crossover. As part of the VECP some of the lighting equipment would not be needed, but was already purchased for the project. The VECP included this material being restocked and that cost was included in the VECP. It was later determined that this material could not be restocked because it was made for this project and could not be reused. The engineer directed the contractor to deliver this material to the MDOT maintenance garage in Auburn Hills. This extra now represents the invoiced amount for the lights, the cost to deliver them to Auburn Hills and the change in cost to the VECP. The cost for the Re-stocking Fees, Lighting Equipment was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

A soil sample confirmed the material that was to be excavated from the stage II and III Telegraph Road reconstruction areas contained Arsenic and Selenium in excess of the Michigan Department of Environmental Quality Part 201 Generic Residential Criteria thresholds. MDOT further determined that the amounts detected were not sufficient to require disposal per the Special Provision for Non-Hazardous Contaminated Material Handling and Disposal. The contractor was directed to dispose of the soil in three distinct methods. Two of these methods will be compensated as extras to this contract. The third method will be at the contractor's cost, as they may use the material as granular material on other MDOT projects. These items were originally set up on contract modification 104 and now represent the amount needed to date. As discussed below only one of the methods will be described because it is the only one that is being increased at this time. This extra work required supplemental Federal Highway Administration (FHWA) concurrence for federal funding participation; the FHWA has concurred with this work.

The remaining soil material at the I-275 and Six Mile Road site is to be disposed. The contractor was directed to prepare limited areas of the site (one acre increments) by stripping topsoil, building an access road with temporary culverts, soil erosion work as directed, minimum once per day site sweepings, traffic control devices to safely control the traffic in the work zone, and place and shape the trucked material into an acceptable and maintainable stockpile. The final step was to restore the site as directed. The extra item Force Account: Work at I-275 and 6 Mile will establish a budgeted amount for this work. The final costs will be based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

**CM 160**

The engineer directed the contractor to complete the freeway lighting to comply with MDOT lighting standards. This item was originally set up on contract modification 145 as a budget amount and is now being increased to match the amount needed to date. The extra cost for Force Account, MDOT Freeway Lighting is a budget amount based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

**CM 161**

A truss sign was proposed for the southbound US-24 service drive at the I-96 service drives. The engineer tried several different options to get the truss sign in, including trying to use a shorter truss. The contractor made several attempts to install the truss sign; however it could not be installed due to utilities and a lack of right-of-way. The final option used to convey the sign information to the traveling public was to use ground mounted signs in place of the truss sign. This extra is being set up to compensate the contractor for the several attempts at installing the foundation, as well as the invoice cost for the truss itself. The extra is also being used to compensate the contractor for the ground mounted signs. This contract modification also negates contract modification 147 noted above, all additional costs are now being included in this contract modification. The extra cost for Force Account: Delete US-24 Truss & Foundation is based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction. This extra is also partially offset by a \$39,726.40 decrease in original items noted above.

**CM 162**

Due to concerns by the PLD, a temporary service line was installed to provide power for the lights. This work was not originally indicated on the plans. The engineer directed the contractor to place a temporary service line, provide a temporary repair to the roadway, remove the line when no longer needed and place a permanent repair on the road surface. The extra cost for Force Account: PLD Cable Removal is based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

**CM 166**

Section 104.08.J of the 2003 Interim Standard Specifications for Construction requires MDOT to adjust the pay item contractor staking when the final amount of the contract is above or below the original bid amount by 5 percent. Therefore, the cost for Contractor Staking, Adjustment was determined to be a contract mandated extra cost, as outlined in Section 104.08J of the 2003 Standard Specifications for Construction.

The contractor claimed that due to safety issues the work on the Virgil Street Bridge was suspended during the preparation for the Super Bowl. This happened prior to the contractor placing the top coat of paint on the bridge. The standard specifications indicate that no longer the 21 days will be allowed between paint coats on a bridge; therefore the engineer directed the contractor to re-blast and repaint the bridge. After several meetings with the contractor, it was determined that MDOT would split the cost to re-blast and re-paint the bridge to a maximum of \$45,000. The extra cost for Virgil Street Reblast and Mobilization is based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

**CM 167**

Section 605 of the 2003 Interim Standard Specifications for Construction requires MDOT to adjust the pay items for concrete when the concrete does not meet the requirements. This was originally included on a previous contract modification, but the assessment was inadvertently applied to the wrong category. This contract modification is now being generated to correct this error and is an overall zero increase in the contract. Therefore, the cost for Concrete Quality Penalty was determined to be a contract mandated extra cost, as outlined in Section 605 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Interim 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 November 29, 2007 meeting, and are now recommended for approval by the State Administrative Board on December 4, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public, as well as producing budgetary savings.  
**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48223.

**OVERRUNS**

170. **Overrun 2007 - 039**

Control Section/Job Number: 11413-74572 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: Michigan Paving & Materials Co.  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: Merritt Engineering, Inc.  
Engineer's Estimate: \$169,076.00

Description of Project:

Hot mix asphalt cold milling and hot mix asphalt resurfacing, machine grading and curb and gutter work on St. Joseph Avenue, in the village of Stevensville, Berrien County.

Administrative Board Approval Date:	June 15, 2004	
Contract Date:	August 6, 2004	
Original Contract Amount:	\$121,454.70	
Total of Overruns/Changes (Approved to Date):	12,145.47	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	1,952.50	+ 1.61%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>9,090.00</u></b>	<b>+ <u>7.48%</u></b>
<b>Revised Total</b>	<b><u>\$144,642.67</u></b>	<b>+19.09%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.61% over the original budget for an **Authorized to Date Amount** of \$135,552.67.

Approval of this overrun will place the authorized status of the contract 19.09% or \$23,187.97 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA Mix Crse Aggr, CALC	180.000 Ton @ \$25.25/Ton	\$4,545.00
HMA Mix Crse Aggr, CATC	180.000 Ton @ \$25.25/Ton	4,545.00
<b>Total</b>		<b><u>\$9,090.00</u></b>

**Reason(s) for Overrun(s):**

The additional hot mix asphalt (HMA) was needed in several locations to meet the proposed cross slope. This was due to variations in the existing cross slope and the need to meet the existing grade of the curb. The additional HMA was needed to meet the designed cross slope, causing an overrun in the original bid items HMA Mix Crse Aggr, CALC and HMA Mix Crse Aggr, CATC.

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 November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 2007.

**Criticality:** These original item increases are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; Village of Stevensville, 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:** 49127.

171. **Overrun 2007 - 40**

Control Section/Job Number: 23063-59595 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: C. A. Hull Co., Inc.  
8177 Goldie Road  
Walled Lake, MI 48390

Designed By: MDOT  
Engineer's Estimate: \$1,254,897.33

Description of Project:

20 bridge maintenance projects on I-69, Otto Road, Davis Highway and Vermontville Highway in the cities of Charlotte and Potterville, Eaton County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	September 30, 2005	
Original Contract Amount:	\$1,208,233.04	
Total of Overruns/Changes (Approved to Date):	120,823.30	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	8,115.00	+ 0.67%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>67,500.00</u></b>	<b>+ <u>5.59%</u></b>
<b>Revised Total</b>	<b><u>\$1,404,671.34</u></b>	<b>+16.26%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.67% over the original budget for an **Authorized to Date Amount** of \$1,337,171.34.

Approval of this overrun will place the authorized status of the contract 16.26% or \$196,438.30 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:

Concrete, Grade D	45.000 Cyd @ \$1,500.00/Cyd	<u>\$67,500.00</u>
<b>Total</b>		<b><u>\$67,500.00</u></b>

**Reason(s) for Overrun(s):**

This project involved work on 20 different bridges in Eaton County. Additional grade D concrete was used when replacing the bridge joints due to three factors:

- The existing thickness of concrete at the bridge joints was thicker than what was indicated on the plans.
- The plans indicated that the width of the bridge joint removal is a minimum of one and a half feet wide or until sound concrete is encountered.
- The plans also indicated that the depth of the joint should be extended to the top of the diaphragm which is usually three inches or so below the bottom of the deck.

The engineer directed the contractor to place the concrete as shown on the plans. This caused an overrun in the original bid item Concrete, Grade D.

This Overrun was recommended for approval by the State Transportation Commission at its November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 2007.

**Criticality:** These original item increases are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.

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

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

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

**Zip Codes:** 48813.

172. **Overrun 2007 - 41**

Control Section/Job Number: 81461-86159 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: Orchard, Hiltz & McCliment, Inc.  
Engineer's Estimate: \$992,965.50

Description of Project:

0.46 miles of road reconstruction including removing existing pavement, reconstruct with hot mix asphalt pavement, sidewalk and ramps, curb and gutter, pavement markings, water main, and restoration on River Street from Forest Avenue to Holmes Road in the City of Ypsilanti, Washtenaw County.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 15, 2006	
Original Contract Amount:	\$878,183.64	
Total of Overruns/Changes (Approved to Date):	87,818.36	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	47,469.73	+ 5.41%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>100,000.00</u></b>	<b>+ <u>11.39%</u></b>
<b>Revised Total</b>	<b><u>\$1,113,471.73</u></b>	<b>+26.80%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.41% over the original budget for an **Authorized to Date Amount** of \$1,013,471.73.

Approval of this overrun will place the authorized status of the contract 26.80% or \$235,288.09 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:

Machine Grading	22.220 Sta @ \$5,350.00/Sta	\$118,877.00
Machine Grading, Adjustment	-16.220 Sta @ 1,163.81/Sta	(18,877.00)
<b>Total</b>		<b><u>\$100,000.00</u></b>

**Reason(s) for Overrun(s):**

The plans and proposal included 24 stations of the pay item Machine Grading. The special provision for machine grading indicated that it would be paid for each side of the roadway, which is almost double the quantity set up. The final quantity for the machine grading item was 46.22 stations. The engineer directed the contractor to complete the machine grading as shown on the plans. This caused an overrun in the original bid item Machine Grading.

This item is a major item in the contract and according to section 103.02.B of the 2003 Standard Specifications for Construction, 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. Machine Grading was determined to be a major item of work on this contract and the final quantity is about 193 percent of the initial quantity set up on the project. The quantity above the 125 percent (16.22 stations) is subject to an adjustment. Included in the calculations above is the adjustment for the item.

This Overrun was recommended for approval by the State Transportation Commission at its November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 2007.

**Criticality:** These original item increases are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 58.37%; City of Ypsilanti, 41.63%.

**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:** 48197.

173. **Overrun 2007 - 42**

Control Section/Job Number: 72035-82888 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: Pyramid Paving & Contracting Co., Inc.  
1415 W. Center Road, Suite E-105  
Essexville MI 48732

Designed By: Local Agency  
Engineer's Estimate: \$139,887.77

Description of Project:

0.15 miles of hot mix asphalt resurfacing on County Road 100 from northeast and southwest of the south Higgins Lake state park entrance and 0.22 miles of hot mix asphalt cold milling and resurfacing, trenching, shoulders and slope restoration from east of County Road 104 easterly to the Higgins Lake State park entrance, Roscommon County.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	March 1, 2007	
Original Contract Amount:	\$159,239.56	
Total of Overruns/Changes (Approved to Date):	15,923.96	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	15,419.00	+ 9.68%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>44,618.57</u></b>	<b>+ <u>28.02%</u></b>
<b>Revised Total</b>	<b><u>\$235,201.09</u></b>	<b>+ 47.70%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 19.68% over the original budget for an **Authorized to Date Amount** of \$190,582.52.

Approval of this overrun will place the authorized status of the contract 47.70% or \$75,961.53 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:

Aggregate Base	502.320 Ton @ \$11.50/Ton	\$5,776.68
Embankment, LM	1,342.900 Cyd @ \$7.95/Cyd	10,676.06
HMA, 4C	489.500 Ton @ \$57.54/Ton	<u>28,165.83</u>
<b>Total</b>		<b><u>\$44,618.57</u></b>

**Reason(s) for Overrun(s):**

The project was originally designed as a mill and resurface; however, after the project was let it was determined that the curve on the project should have had the superelevation corrected to six percent. The engineer determined that it would be more beneficial to crush and shape the existing asphalt to the six percent slope than it would be to build up the slope to the proper rate. The item crush and shape had to be added to the contract on contract modification 1. Changing the slope on the curve caused an overrun in the original items Aggregate Base, Embankment, LM and HMA 4C.

This Overrun was recommended for approval by the State Transportation Commission at its November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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, 80%; State Restricted Trunkline, 20%.

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

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

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

**Zip Codes:** 48653.

174. **Overrun 2007 – 43**

Control Section/Job Number: 80609-88275 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: Aggregate Industries-Central Region  
911 Hatfield Avenue  
Kalamazoo, MI 49001

Designed By: Local Agency  
Engineer's Estimate: \$186,221.40

Description of Project:

0.14 miles of roadway rehabilitation and super-elevation modification work, including trenching, roadway widening, hot mix asphalt, strain poles, flashing beacon upgrade, permanent sign and pavement marking upgrades on County Road 375 (Almena Drive) and 22nd Street (Vankal Road), Van Buren and Kalamazoo Counties.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	March 2, 2007	
Original Contract Amount:	\$159,171.35	
Total of Overruns/Changes (Approved to Date):	15,917.14	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	13,674.04	+ 8.59%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>27,500.00</u></b>	<b>+ <u>17.28%</u></b>
<b>Revised Total</b>	<b><u>\$216,262.53</u></b>	<b>+35.87%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.59% over the original budget for an **Authorized to Date Amount** of \$188,762.53.

Approval of this overrun will place the authorized status of the contract 35.87% or \$57,091.18 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 2C	500.000 Ton @ \$55.00/Ton	<u>\$27,500.00</u>
<b>Total</b>		<b><u>\$27,500.00</u></b>

**Reason(s) for Overrun(s):**

This project was originally designed to remove the existing curb and gutter, widen and add turn lanes, install new curb and gutter, and, build a super elevated section into the curve through the intersection leaving the existing hot mix asphalt (HMA) in place. The trenching for the widening was completed and the new curb poured to plan grade. However, it became apparent at this point that the existing HMA did not have a uniform slope and grade that would allow it to be overlaid to provide the correct super elevation. The engineer directed the contractor to crush and shape the existing asphalt and then place a base of HMA 2C at the proper slope for the super elevation. The HMA 2C was originally only set up to be used for the widening areas so this change caused an overrun in the original item HMA 2C.

This Overrun was recommended for approval by the State Transportation Commission at its November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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, 90%; Van Buren County, 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:** 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:** 49071.

175. **Overrun 2007 - 44**

Control Section/Job Number: 80609-88276 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: Triangle Excavators, Inc.  
581 Ottawa Ave.; Suite 1A  
Holland, MI 49423

Designed By: Local Agency  
Engineer's Estimate: \$111,403.13

Description of Project:

0.19 miles of vertical curve modification, earth excavation, trenching, aggregate base, hot mix asphalt, permanent signing and pavement marking upgrades on County Road 215 at County Road 365, Van Buren County.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	January 17, 2007	
Original Contract Amount:	\$109,626.25	
Total of Overruns/Changes (Approved to Date):	10,962.63	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	404.00	+ 0.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>9,900.00</u></b>	<b>+ <u>9.03%</u></b>
<b>Revised Total</b>	<b><u>\$130,892.88</u></b>	<b>+19.40%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.37% over the original budget for an **Authorized to Date Amount** of \$120,992.88.

Approval of this overrun will place the authorized status of the contract 19.40% or \$21,266.63 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:

Slope Restoration, Modified	4,500.000 Syd @ \$2.20/Syd	<u>\$9,900.00</u>
<b>Total</b>		<b><u>\$9,900.00</u></b>

**Reason(s) for Overrun(s):**

The project engineer directed the contractor to flatten the cut area slopes and place the material on the fore slopes of the project to provide a slope that would be safer to the motoring public. This caused an overrun in the original bid item Slope Restoration, Modified.

This Overrun was recommended for approval by the State Transportation Commission at its November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 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, 90%; Van Buren County, 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:** 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:** 49071.

176. **Overrun 2007 – 45**

Control Section/Job Number:	82072-56719	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the \$48,000. Commission limit for reviewing overruns.	
Contractor:	Ajax Paving Industries, Inc. 830 Kirks Blvd., Suite 100 Troy, MI 48084	
Designed By:	DLZ	
Engineer's Estimate:	\$372,185.96	

Description of Project:

.0158 miles of traffic signal modifications, cold milling and resurfacing, pavement markings and signing on M-3 at the Gratiot Avenue and Randolph Street intersection, from Brush to Monroe in the City of Detroit, Wayne County.

Administrative Board Approval Date:	September 3, 2002	
Contract Date:	September 5, 2002	
Original Contract Amount:	\$397,562.78	
Total of Overruns/Changes (Approved to Date):	39,756.28	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	110,366.18	+ 27.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>37,165.00</u></b>	<b>+ <u>9.35%</u></b>
<b>Revised Total</b>	<b><u>\$584,850.24</u></b>	<b>+ 47.11%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 37.76% over the original budget for an **Authorized to Date Amount** of \$547,685.24.

Approval of this overrun will place the authorized status of the contract 47.11% or \$187,287.46 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:

Dr Structure Cover	6,696.000 Lb @ \$5.00/Lb	\$33,480.00
Conc Base Cse, Nonreinf, 9-inch	67.000 Syd @ \$55.00/Syd0	<u>3,685.00</u>
<b>Total</b>		<b><u>\$37,165.00</u></b>

**Reason(s) for Overrun(s):**

The plans included replacing a miscellaneous amount of drainage structure covers. Once the project started, many of the drainage structure covers on site were worn out and did not fit properly; some were cracked and broken. The engineer directed the contractor to replace the drainage structures. This caused an overrun in the original bid item Dr Structure Cover.

The plans included removing and replacing the deteriorated concrete base course on the project. Once the asphalt was milled off, additional areas were found that were deteriorated that needed to be replaced. This caused an overrun in the original bid item Conc Base Cse, Nonreinf, 9-inch.

This Overrun was recommended for approval by the State Transportation Commission at its November 29, 2007, meeting, and is now recommended for approval by the State Administrative Board on December 4, 2007.

**Criticality:** These original item increases are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 89.76%; State Restricted Trunkline, 9.28%, City of Detroit, 0.96%.

**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:** 48226

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*  
*November 26, 2007*

Kirk T. Steudle  
Director

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of November 28, 2007. After review of the forgoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held November 28, 2007, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Hank moved to adjourn the meeting. The motion was supported by Mr. Pavona and unanimously approved. Mr. Keenan adjourned the meeting.

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SECRETARY

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CHAIRPERSON